

APPENDIX B

LIST OF AVAILABLE TECHNICAL REPORTS

US ROUTE 460 DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT AND DRAFT SECTION 4(F) EVALUATION

6.0 COORDINATION

Department of Interior (DOI): A copy of this Draft Section 4(f) Evaluation will be provided to the Department of Interior for review and comment.

Officials with jurisdiction: There are six officials with jurisdiction over park and historic properties within the Design Corridors under consideration for the SEIS:

- Virginia Department of Historic Resources (VDHR);
- The City of Suffolk Department of Parks and Recreation;
- Suffolk Public Schools;
- The Town of Windsor, Town Manager;
- Isle of Wight County Department of Parks, and Recreation; and
- Isle of Wight County Schools.

This draft evaluation is being circulated to the officials with jurisdiction. Preliminary coordination has also occurred with the following:

- **VDHR:** VDHR is the Virginia State Historic Preservation Officer (SHPO). Coordination with the SHPO has included the identification of the APE and identification of historic properties pursuant to 36 CFR Part 800. Additional coordination per the Section 106 process will continue throughout the development of the SEIS, and that coordination will include an effect determination.
- **Advisory Council on Historic Preservation (ACHP):** As appropriate, the ACHP will be notified following a determination of adverse effect to historic properties pursuant to 36 CFR Part 800 and the identification of a preferred alternative.
- **To aid in the identification of Section 4(f) resources,** the City of Suffolk Department of Parks and Recreation; Suffolk Public Schools, the Town of Windsor, Isle of Wight County Department of Parks and Recreation, and Isle of Wight County Schools were contacted via letter in June 2014. Further coordination will continue as the study progresses.
- **Localities:** In the study area, Route 460 passes through portions of the Counties of Prince George, Surry, Sussex, Southampton and Isle of Wight; the City of Suffolk; the incorporated towns of Waverly, Wakefield, Ivor, and Windsor; and the unincorporated communities of Disputanta and Zuni. Representatives from these localities have participated in study scoping in accordance with NEPA. Each of these localities will receive copies of this draft Section 4(f) evaluation and the SEIS for review and comment.
- **Public:** In accordance with NEPA, the public will have an opportunity to review and comment on the Draft Section 4(f) Evaluation and SEIS. Comments from the public related to the Section 4(f) analysis will be provided to appropriate Agency's with Jurisdiction (as it relates to de *minimis* determinations) and responded to in the final SEIS.

Appendix B - LIST OF TECHNICAL REPORTS

Aesthetics and Visual Quality Technical Memorandum

Air Quality Analysis Technical Report

Alternatives Technical Report

Archaeological Assessment

Architectural Survey

Hazardous Materials Technical Report

Natural Resource Technical Report

Noise Analysis Technical Report

Photointerpretation Technical Report

Right of Way and Relocations Technical Report

Socioeconomics and Land Use Technical Report

Traffic and Transportation Technical Report

APPENDIX C

COORDINATION LETTERS

Appendix C: Coordination Letters

US ROUTE 460 DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT AND DRAFT SECTION 4(F) EVALUATION

Appendix C AGENCY COORDINATION

As part of the outreach efforts involved in the development of this Supplemental Environmental Impact Statement (SEIS), the Federal Highway Administration (FHWA), the U.S. Army Corps of Engineers (USACE), and the Virginia Department of Transportation (VDOT) have participated in extensive coordination with federal, state, and local agencies, in addition to engaging in public involvement. The table below lists the agencies and correspondence that was received over the course environmental study, in order to support the development of the SEIS, which is captured as part of this appendix in the pages that follow. Additional details on the coordination efforts involved in this evaluation are described in *Chapter 7.0, Comments and Coordination*, in the SEIS.

ID No.	Agency	Summary of Correspondence	Correspondence Date
FEDERAL AGENCIES			
1	U.S. Department of the Interior, Fish and Wildlife Service	Cooperating Agency Decline	May 7, 2013
2	U.S. Environmental Protection Agency	Cooperating Agency Acceptance	May 30, 2014
STATE AGENCIES			
3	Virginia Department of Historic Resources	Concurrence with Revised East/West Termini	March 7, 2014
4	Virginia Department of Transportation	Notification to VDHR of SEIS Alternatives	June 2, 2014
5	Virginia Department of Historic Resources	Concurrence on VDOT's Survey Methodology for Alternative Alignments	June 25, 2014
6	Virginia Department of Transportation	Conveyance Letter to VDHR – Architectural Survey and VDHR Concurrence	July 3, 2014
7	Virginia Department of Transportation	Conveyance Letter to VDHR – Archaeological Assessment	July 22, 2014
8	Virginia Department of Historic Resources	Concurrence on Mt. Zion Cemetery	July 22, 2014
9	Virginia Department of Historic Resources	Acceptance of Archaeological Survey	August 25, 2014
10	Virginia Department of Historic Resources	Concurrence on Railroad Boundaries	September 2, 2014
11	Virginia Department of Forestry	Big Woods Timber Management	July 9, 2014
LOCAL AGENCIES			
12	City of Suffolk	City of Suffolk Comments on SEIS Evaluation	February 4, 2014
13	Franklin – Southampton Department of Community Development	SEIS Comments	February 4, 2014
14	County of Isle of Wight, Planning and Zoning	SEIS Information Request	February 5, 2014
15	Prince George County, Community Development	VDOT Comment Requests	February 20, 2014
16	Franklin – Southampton Department of Community Development Planning	SEIS Agenda Topics	April 17, 2014
17	Surry County	Surry County Response	May 6, 2014
18	City of Suffolk, Division of Planning	SEIS Comments	May 9, 2014



United States Department of the Interior

FISH AND WILDLIFE SERVICE



Virginia Field Office
6669 Short Lane
Gloucester, VA 23061

May 7, 2014

Mr. Edward Sundra
Federal Highway Administration
400 North 8th Street, Room 750
Richmond, VA 23219-4825

Re: Route 460 Corridor Improvements,
Cooperating Agency Invitation

Dear Mr. Sundra:

We appreciate the invitation to be formally recognized as a cooperating agency for development and preparation of the supplemental Environmental Impact Statement for the Route 460 Location Study from Prince George County to Suffolk, VA. The U.S. Fish and Wildlife Service respectfully declines this invitation based on staffing levels in the Virginia Field Office and existing commitments to large-scale projects in Virginia and the Service's Northeast Region.

The U.S. Fish and Wildlife Service will remain an involved participating agency based on the project's potential impacts on red-cockaded woodpecker (*Picoides borealis*) management at Piney Grove Preserve and northern long-eared bat (*Myotis septentrionalis*) throughout the project area.

If you have any questions, please contact Troy Andersen of this office at (804) 824-2428, or via email at troy_andersen@fws.gov.

Sincerely,

Cindy Schulz
Field Supervisor
Virginia Ecological Services

cc: Corps, Norfolk, VA (Attn: Alice Allen-Grimes)
The Nature Conservancy, Charlottesville, VA (Attn: David Phemister)



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029**

May 30, 2014

Mr. Edward Sundra
Director of Program Development
Federal Highway Administration, Virginia Division
400 N. 8th Street
Richmond, Virginia 23219-4825

Subject: Cooperating Agency Role for the Development a Supplemental Environmental Impact Statement (SEIS) for the Route 460 Location Study from Prince George County to Suffolk Virginia.

Dear Mr. Sundra,

The U.S. Environmental Protection Agency (EPA) has received your letter of April 30, 2014 extending an invitation to EPA to become a cooperating agency with Federal Highways Administration (FHWA) and United States Department of Army Corps of Engineers (Corps) in the development of a Supplemental Environmental Impact Statement, for the above referenced project, pursuant to the National Environmental Policy Act of 1969 as amended, 42 U.S.C. 4321 et seq. (NEPA), the Council on Environmental Quality (CEQ) NEPA regulations (40 CFR parts 1500-1508).

CEQ has determined that a cooperating agency has the responsibility to assist the lead agency by involvement in the NEPA process at the earliest possible time (40 CFR 1501.6). The benefits of cooperating agency engagement in the preparation of NEPA analyses include disclosing relevant information early in the analytical process and establishing a mechanism for addressing intergovernmental issues. Other benefits include fostering intra- and intergovernmental trust and a common understanding and appreciation for various governmental roles in the NEPA process, as well as enhancing agencies' ability to adopt environmental documents.

CEQ has identified the types of participation undertaken by a cooperating agency as including, but not limited to, engaging in the scoping process; in developing information and preparing environmental analyses including portions of the SEIS where the cooperating agency has special technical expertise; and in making available staff support at the lead agency's request to enhance the lead agency's interdisciplinary capabilities. Our role as a cooperating agency in support of the subject SEIS will consist of providing comments on general NEPA compliance and Clean Water Act, Section 404 issues as well as providing technical support in the

development of the SEIS. In addition, EPA requests the opportunity to contribute to the SEIS process in the following manner:

- Identification of significant issues,
- Provide technical assistance in the development of the analysis of alternatives and their environmental impact,
- Provide data and rationale underlying the alternatives analysis,
- Technical assistance on Environmental Justice, cumulative impacts, etc.,
- Participate in coordination meetings and joint field reviews.

CEQ guidance recognizes that, while the lead agency has overall responsibility for the context of the SEIS, status as a cooperating agency should not be construed as expressing agreement with the lead agency regarding the conclusions to be drawn from the SEIS or selection of the preferred alternative. In addition, EPA has a number of independent responsibilities related to the proposed project, including our responsibilities pursuant to Section 309(a) of the Clean Air Act (CAA), Sections 402(d) and 404(b), (c), and (q) of the CWA. Consistent with CEQ guidance, while serving as a cooperating agency, we retain our independent obligations to review and comment on every draft EIS pursuant to Section 309(a) of the CAA.

EPA appreciates the opportunity to engage as a cooperating agency in the development of the documentation to satisfy the requirements of NEPA and the Clean Water Act for the Route 460 Location Study from Prince George County to Suffolk, Virginia while we retain our independent obligations and right under Section 309 of the Clean Air Act to review and comment on an environmental document. If there are any questions or concerns, please feel free to contact Ms. Barbara Rudnick, NEPA Team Leader, at your convenience at 215-814-3322.

Sincerely,



Jessica Martinsen
Acting Associate Director
Office of Environmental Programs

cc: William T. Walker
Chief, Regulatory Branch, Army Corps of Engineers, Norfolk District



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1700 NORTH MAIN STREET
SUFFOLK, VIRGINIA 23434

Charles A. Kilpatrick, P.E.
Commissioner

February 10, 2014

Route: U.S. Route 460
VDOT Project: 0460-969-101, PE101 (UPC 100432)
VDHR File No.: 2002-1760
City/County: City of Suffolk; Counties of Prince George, Sussex, Surry, Southampton, and Isle of Wight
Funding/Document: Federal/Reevaluation of FEIS and ROD

Ms. Julie V. Langan, Acting Director
ATTN: Marc Holma, Office of Review and Compliance
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Dear Ms. Langan:

In a letter dated June 13, 2013, we notified your office of the Virginia Department of Transportation's (VDOT) and the Federal Highway Administration's (FHWA) plan to reevaluate the 2008 Final Environmental Impact Statement (FEIS) for the Route 460 Location Study in reference to changes proposed to the eastern and western termini and to a proposed relocation of the interchange at Route 620 in Sussex County to Route 628. The purpose of our present letter is to provide you and other consulting parties to the Section 106 process for the project the results of VDOT's efforts to identify architectural historic properties (above-ground resources) that might be affected by the proposed changes to the project design and to assess the potential for these changes to affect archaeological historic properties.

PROJECT BACKGROUND

VDOT, in cooperation with FHWA, began reevaluating environmental studies for the U.S. Route 460 Location Study in 2012. In accordance with provisions of the National Environmental Policy Act (NEPA) and 23 CFR 771, FHWA completed a FEIS for the proposed project in June 2008 and signed a Record of Decision (ROD) in September 2008. The Selected Alternative identified in the ROD was Modified Candidate Build Alternative 1 (Modified CBA-1), which was identified as the Preferred Alternative in the FEIS. This alternative entails construction of a new east-west transportation link generally running south of and parallel to existing U.S. Route 460 between Interstate 295 in Prince George County and U.S. Route 58 in the City of Suffolk, Virginia. The typical cross section for the limited access highway would include four 12-foot-wide lanes with shoulders and a 40-foot-wide graded median.

Previous historic properties coordination of this project with your office and other consulting parties pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. 470f; 36 CFR Part 800) culminated in the execution of a Programmatic Agreement (PA) on September 7,

2007, among your office, FHWA, and VDOT. The PA was amended and its duration was extended on September 4, 2012.

As part of the 2012 reevaluation effort, VDOT, on behalf of FHWA, performed additional architectural survey to determine if any above-ground historic resources not previously meeting the 50-year-old threshold during the surveys which preceded execution of the PA in 2007 should now be considered for eligible for the National Register of Historic Places (NRHP). Your office concurred with VDOT on November 6, 2012, that the ten architectural resources documented in the 2012 survey are not eligible for the NRHP.

CONSULTING PARTIES TO THE SECTION 106 PROCESS

In addition to your department, consulting parties who participated in the development of the 2007 PA for the project included the Virginia Council on Indians (VCI) and the Tuscarora Nation, a federally-recognized Indian tribe. The VCI had been eliminated from the Executive Branch of the government of the Commonwealth of Virginia by the time the PA was amended in 2012. Thus, the 2012 amendment revised the PA to require consultation with “appropriate Indian tribes recognized by the Commonwealth of Virginia.” In early November 2013, VDOT wrote to three of the tribes recognized by the Commonwealth -- the Nansemond Indian Tribe, Cheroenhaka (Nottoway) Indian Tribe, and the Nottoway of Virginia Indian Tribe – to determine whether the tribes had an interest in participating as consulting parties to the Section 106 process for the Route 460 Location Study. **The Nottoway and the Cheroenhaka (Nottoway) tribes responded affirmatively to VDOT’s invitation. Thus, VDOT has recognized the Nottoway and the Cheroenhaka (Nottoway) tribes as consulting parties to this project and is copying each on this correspondence for the purpose of providing them the opportunity to comment on the findings presented herein.** VDOT received no response from our outreach to the Nansemond Indian Tribe. In coordination leading up to the execution of the PA in 2007, the Tuscarora Nation ultimately indicated that they wish to be consulted further on the Route 460 project only in the event that human remains of likely Native American origin are encountered. The American Battlefield Protection Program (ABPP) has not previously been recognized as a Section 106 consulting party on the Route 460 Location Study project; however, **VDOT is providing the ABPP a copy of this letter should they wish to provide comments on VDOT’s findings regarding the NRHP-eligibility of the Siege of Suffolk (CWSAC No. VA031) battlefield.**

PROPOSED PROJECT CHANGES

In 2013, VDOT and FHWA’s efforts to reevaluate the 2008 FEIS were expanded to include proposed changes to the project at the western terminus in the vicinity of I-295 in Prince George County and at the eastern terminus near Route 58 in the City of Suffolk. Changes to the western terminus generally include a shift to the south from Rives Road westward to allow a direct connection to Interstate 295. Changes to the eastern terminus, some of which lie outside of the approved NEPA planning corridor, include work within the area between General Early Drive (at the west) and Route 58 (at the east). Additional consideration is also being given to relocating the interchange proposed at Route 620 in Sussex County to Route 628. By letter dated June 13, 2013, VDOT notified your department of these proposed changes. The locations of the proposed changes are depicted in Attachment 1 to this present letter.

HISTORIC RESOURCES STUDIES FOR AREAS OF PROPOSED CHANGES

For the purpose of taking into account the effect the proposed changes to Modified CBA-1 may have on historic properties, VDOT and its consultant, Coastal Carolina Research (CCR), have completed additional cultural resources technical studies for the Route 460 Location Study. With the assistance of CCR, VDOT has conducted field survey to identify any architectural (above-ground) historic properties that might be affected by the proposed changes and

assessed the potential for significant archaeological sites to be impacted. If the proposed changes to the project are approved for implementation, the VDOT will conduct field survey to conclusively identify any archaeological sites that might be affected.

Architectural Survey

The results of the architectural survey for the proposed changes to Modified CBA-1 are summarized in the enclosed *Architectural Management Summary* (January 2014) prepared by Jeroen van den Hurk and Susan E. Bamann of CCR. Also enclosed are printed copies of the Reconnaissance Level Survey forms that CCR earlier submitted electronically to your department's Data Sharing System and photographic prints and sketch maps of each of the newly recorded resources identified during the survey for inclusion in your department's archives.

The Area of Potential Effects (APE) for architectural resources, which addressed direct and indirect effects which may result from the proposed changes to Modified CBA-1, was defined as including 1) those structures within the 500-ft-wide planning corridors for the refined modified western and eastern termini and the interchange planning areas at Route 628, and 2) those structures adjacent to or visible from the planning areas for the termini (generally at least a 1000-ft corridor plus additional areas depending on viewshed); and those structures adjacent to or visible from the proposed area for the Route 628 interchange. The survey methodology employed by CCR is described in the attached management summary.

Western Terminus, Prince George County: The APE for the proposed change to the western terminus was found to contain three previously recorded resources (DHR Inventory Nos. 074-5030, 074-5031, 074-5091) which previously had been determined not eligible for the NRHP by your department. An additional previously recorded resource (DHR No. 123-5024), is a Civil War battlefield (CWSAC No. VA098, "Petersburg I") defined by the American Battlefield Protection Program (ABPP) during their 1993 study; however, a CRM Event entered into the DHR's VCRIS form for the resource and dated January 24, 2007, notes that "Preliminary survey data from ABPP indicates that this historic Civil War battlefield is likely not eligible for listing in the National Register of Historic Places." CWSAC Battlefield No. VA098 is also marked as not retaining enough integrity to be eligible for the NRHP on a list of the Virginia CWSAC battlefields dated January 19, 2007, and provided by Paul Hawke of the ABPP to John E. Wells of VDOT by letter dated January 24, 2007, and copied by the ABPP to Dr. Ethel Eaton, DHR, and Paul Loether, NRHP. All of the Potential National Register areas for Civil War battlefields in the vicinity of the revised western terminus defined by the ABPP in their 2009 update to the 1993 *Civil War Sites Advisory Commission's Report on the Nation's Civil War Battlefields* for the Commonwealth of Virginia are located west of existing Interstate 95 or 295 and outside of the project's APE. CCR's survey also identified 12 resources within the APE for the revised western terminus that had never previously been recorded (074-5193, 074-5194, 074-5195, 074-5196, 074-5197, 074-5198, 074-5199, 074-5200, 074-5201, 074-5202, 074-5203, 074-5204). The VDOT believes that the NRHP eligibility determinations made earlier for the four previously recorded resources remain applicable and that the twelve newly recorded resources do not meet NRHP eligibility criteria.

Route 628 Interchange Area, Sussex County: CCR identified no architectural resources 50 or more years of age within the APE for the proposed Route 628 interchange area.

Eastern Terminus, City of Suffolk: Nine resources within the APE for the eastern terminus area previously had been recorded in relation to the Route 460 Location Study. Your department has previously concurred with VDOT's determination that eight of these resources (133-0746, 133-5183, 133-5184, 133-5185, 133-5186, 133-5188, 133-5189, 133-5190) do not meet NRHP eligibility criteria. VDOT believes these previous determinations remain applicable. VDOT also believes that none of the nine resources (133-5425, 133-5426, 133-5427, 133-5428,

133-5429, 133-5430, 133-5431, 133-5432, 133-5433) CCR newly recorded within the APE are eligible for the NRHP.

One additional resource previously has been recorded within the APE for the eastern terminus. DHR Resource No. 133-5039, the Siege of Suffolk battlefield, was first recorded in January 2007 based on preliminary survey data provided by the ABPP as part of their 2009 Virginia update to the 1993 *Civil War Sites Advisory Commission's Report on the Nation's Civil War Battlefields*. This resource merits extended discussion since the definition of its boundaries by the ABPP has evolved considerably over time. The VDOT also questions whether the lands within the APE for the revised eastern terminus that are currently proposed by the ABPP to be potentially eligible for the NRHP possess sufficient integrity to meet the NRHP criteria of eligibility.

Siege of Suffolk (DHR No. 133-5039, CWSAC No. VA031)

Historic Context

The conflict known as the Siege of Suffolk, April 11-May 4, 1863, was the culmination of a much larger campaign that began nearly a year before. While the conflict itself was never considered a major battle and has been labeled “the Forgotten Campaign” (Cormier 1989), there was great strategic importance to the Union occupation and later Confederate “siege”, especially for the Confederate Army. A good indication of how important the Suffolk campaign was to Confederate General Robert E. Lee’s overall strategy is the men he assigned to execute it. Lee put Lieutenant General James Longstreet in charge, with Major General George E. Pickett and General John B. Hood among others under Longstreet’s command. The main objective for Longstreet’s Suffolk campaign was to forage for and procure food to feed Lee’s Army of Northern Virginia for the coming offensive push in the spring against General Joseph D. Hooker’s forces near Chancellorsville, Virginia (Cormier 1989:17-20; Wills 2001:147).

The south side of Hampton Roads, including Suffolk, had been under Confederate control until May of 1862. On May 10, General John E. Wool landed on the south side of the James River, and with the support of Union navy gunboats, took Norfolk with little resistance. On May 12, Colonel Charles C. Dodge and the New York Mounted Rifles rode into Suffolk without incident. By this time the Confederates had withdrawn across the Blackwater River 20 miles to the west (Hobbs 1979:2-6). Things would remain fairly static for nearly a year. Initially, most of the residents of Suffolk and the surrounding countryside remained in their homes as the Union forces occupied the area. The Suffolk garrison was part of General John Dix’s Seventh Army Corps of the Army of the Potomac, and was under the command General Joseph K. F. Marshall until he was replaced by Major General John James Peck at the end of September. Peck would command the Suffolk garrison until after the siege (Cormier 1989, Wills 2001). Under Peck’s command during this period, were, in addition to Colonel Dodge, Colonel Samuel Spear, Colonel Michael Corcoran, Lieutenant Edgar Kimball, and General G. W. Getty (Cormier 1989:312-314).

The initial Union occupation of Suffolk amounted to the garrisoning of troops and patrolling of the area, but it gradually grew to include fortifying the town by means of trenches and redoubts. Fortifications were also established along the south and east side of the Nansemond River, north of Suffolk. For the next eight months, the two sides participated in somewhat of a stand-off with the Confederate forces gathering west of the Blackwater River near Franklin, and the Union forces continuing to entrench their positions around Suffolk. These positions created a “no man’s land” out of the nearly 20 miles between the two fronts. Between September 28, 1862, and March 17, 1863, there were at least 30 actions that led to armed conflict (Cormier 1989:39). During this time, Longstreet, Hood, and Pickett were in Northern Virginia with the initial phase of the Suffolk campaign under the command of General Roger A. Pryor (Hobbs 1979:8).

In addition to procuring supplies for Lee's army, others in the Confederate War Department pressed to engage the Union Army at Suffolk with the hopes of regaining Portsmouth and Norfolk. This objective was the subject of a number of communications between Lee and Longstreet in the weeks leading up to the major offensive in April and May of 1863. As the Union forces grew in numbers, Longstreet felt he did not have a large enough force to successfully take Suffolk (Cormier 1989:43; Wills 2001:121-122).

The major action for the siege began on April 11, 1863. Longstreet, Hooker, and Pickett had come south to join Brigadier General Micah Jenkins, who had replaced Pryor in March. The Confederate forces advanced across the Blackwater River and made first contact with the Union pickets along South Quay Road, southwest of Suffolk. Given the size of Longstreet's army, he had no expectation of surprising the Union army. Pickett had the Confederate's right flank and to the left of them were Jenkins' men. Longstreet's men headed straight to Suffolk and Hood had the left flank between Longstreet and the western branch of the Nansemond River (Cormier 1989:101).

Another engagement occurred on this same day at Providence Church, located at the intersection of current Route 604 and Route 460 (then Providence Church Road and now Pruden Blvd.), about one mile west of the APE for the revised eastern terminus (Exhibit 4). Early on the evening of April 11, Confederates belonging to General John B. Hood's division attacked a Federal detachment from Lieutenant Colonel B. F. Onderdonk's First New York Mounted Rifles at Providence Church. The Confederate attack was very violent and forced the New Yorkers to retreat down the road in the direction of Suffolk, through the current APE. The retreating Union troopers were forced to swim their horses across the Nansemond River into Suffolk, since the Union commander, alerted to the Confederate advance, had already ordered the bridge destroyed (Cormier 1989:88-89). The Confederates, now in possession of the church, established themselves there and constructed earthworks.

Following the Providence Church engagement, General Hood established several lines of breastworks and rifle pits straddling Providence Church Road. He established his headquarters along Providence Church Road, midway between Providence Church and the Union lines (Cormier 1989:101; see Attachments 2 and 3). As mapped in Attachment 4, the defensive lines would extend into the APE for the proposed revision for the eastern terminus of Modified CBA-1 in the southeast quadrant of the Providence Church Road (Pruden Blvd) and General Early Drive intersection. In general terms, referring to earthworks throughout the siege area, Union General Peck and others would later describe the Confederate earthworks as involving "not less than 10 miles of batteries, covered ways, and rifle pits" with some parapets of up to 12-15 feet thick" and "the rebel works . . . much stronger and more neatly finished than our own works of the same class" (Cormier 1989:182).

The Union's northern position was strengthened by Union gunboats on the Nansemond River (which flows north toward the James River) to the north of the town. After reconnoitering the defenses of Suffolk, Longstreet realized that the town was too well fortified to the south for a successful assault. This prompted Longstreet to look to the more vulnerable northern defenses. Peck had made the decision to rely on cooperation from the naval forces to defend Suffolk's northern perimeter, primarily with gun boats along the Nansemond River. Longstreet believed that if he hoped to isolate Suffolk from Portsmouth and Norfolk and truly lay siege to the town, he would need to advance across the river below Suffolk and control the roads and rail lines (Cormier 1989:100).

In the period from April 11-19, there were daily skirmishes between the two armies along two or more fronts. Between April 13 and 15, a more significant engagement occurred between the Confederate battery at the Norfleet House and Union gunboats on the Nansemond River, which resulted in the Union driving the Confederate guns from their position (Salmon 2001:158;

Attachment 5). A second engagement took place on April 19, down river from the Norfleet Battery. At Hill's Point, the Confederates had taken a position and erected new earthworks at an old War of 1812 earthwork, Fort Huger, and high ground known as Knob Hill (see Attachment 5). Union gunboats landed a force downriver from the fort and took the fort and its five artillery pieces (Salmon 2001:170; Wills 2001:158). This proved to be a turning point for Longstreet. Up to this point the Confederates were holding their own against a well-fortified Union position. The loss at Hill's Point diminished Longstreet's chances of taking Suffolk and forced him to return to his main objective of the campaign, to procure supplies for Lee's Army (Wills 2001:159).

On April 30, 1863, Longstreet received his order from Lee to return to Northern Virginia to aid in countering movements by Hooker's Army (Hobbs 1979:20). This began the lengthy process of moving his forces back across the Blackwater River. Peck was aware of Hooker's movements and suspected Longstreet would be withdrawing. On May 3, Peck sent out a column, along Providence Church Road, with the goal of reaching the Confederate earthworks near the Edgin(s) House, southeast of the current APE (Attachment 5) (Cormier 1989:266). The Union forces encountered well-defended Confederate positions along the road leading up to the Edgin House, experiencing heavy casualties beyond the level of skirmishing (Cormier 1989:272). After losses capturing a portion of the first line of Confederate defenses, Peck had learned what he needed to know and recalled the troops after significant losses (Wills 2001:179). The engagement did not continue into the current APE.

While Longstreet did not succeed in taking Suffolk, he accomplished his main objective of procuring provisions for Lee's Army. The foraging campaign produced hundreds of thousands of pounds of bacon, corn, and fodder (Wills 2001:168-169). Longstreet's return to Northern Virginia was not in time to participate in the Battle of Chancellorsville, where Lee repulsed the advances of General Hooker's Army (Cormier 1989:292). In the weeks following Longstreet's withdrawal, the Union soldiers worked to pull up rail lines and destroy all of the earthworks and rifle pits, all while being harassed by small detachments of Confederates still present across the Blackwater River. The Union forces left Suffolk on July 3, 1863 and fell back to a position in Portsmouth, ending the occupation (Cormier 1989:294; Hobbs 2013).

In summary, the area northwest of Suffolk along what is now Pruden Boulevard and extending into the APE of the proposed revised eastern terminus of Modified CBA-1 was the location of General Hood's headquarters from April 11-May 4, 1863, as well as the location of a number of Confederate lines involving breastworks and rifle pits. As such, the area was undoubtedly an area of considerable occupation and troop movement during this period. However, no actions or armed conflicts that could be described as a major skirmish or engagement are known to have taken place within the current APE. Historian Brian Steel Wills, in his book *The War Hits Home*, best summarizes the likely nature of the action away from the Core Areas of the Suffolk campaign:

There were no sweeping motions of grand armies here. Brief skirmishes and desultory picket and artillery firing were the standard. Men fought or dug. They stood watch or slept. They marched or tried to entertain themselves in their makeshift camps. And through all of the monotony of this style of warfare, men bled and died. They fell victim to a shell's jagged shrapnel or a sharpshooter's bullet. Some died less glamorously from disease of infection. The wounded sent back to hospitals at Fort Monroe or Petersburg. . . (Wills 2001:173).

ABPP Recognition of the Siege of Suffolk Battlefield

In 1993, the Civil War Sites Advisory Commission (CWSAC), established by Public Law 101-628 in 1990, submitted its *Report on the Nation's Civil War Battlefields* to Congress and the

Secretary of the Interior. From among an estimated 10,500 Civil War armed conflicts, ranging from major battles to minor skirmishes, and using military significance criteria, the CWSAC identified 384 of these conflicts as representing the nation's historically significant Civil War sites. The 1993 report states: "These sites encompass virtually all of the principal land battles that were of special strategic, tactical, or thematic importance to local operations, campaigns, theaters, or to the war as a whole" (<http://www.cr.nps.gov/hps/abpp/cwsac/cws3.html>).

For each of the 384 battlefields, the CWSAC mapped Study and Core areas, defined in the 1993 report as follows:

- The study area of a battlefield includes all places related or contributing to the battle event: where troops deployed and maneuvered before, during, and after the engagement; it is the maximum delineation of the historical site and provides more of the tactical context of a battle than does the core area.
- The core area of a battlefield is within the study area and includes only those places where the combat engagement and key associated actions and features were located; the core area includes, among other things, what often is described as "hallowed ground."
(<http://www.cr.nps.gov/hps/abpp/cwsac/cws3.html>)

In relation to the military activities associated with the Siege of Suffolk, the 1993 CWSAC report defined two discrete battles of significance: the Norfleet House/Suffolk (VA030) battlefield and the Hill's Point/Suffolk (VA031) battlefield in the general location of the areas marked "A" and "B," respectively, in Attachment 5. The Study Area for Hill's Point/Suffolk, exactly as defined in the 1993 CWSAC report, is depicted in Attachment 6 by the outer boundary of the yellow-filled polygon located in the upper, middle of the figure. This area measures roughly 1.5 miles east-west by a little over 1 mile north-south. The 1993 Study Area of the Norfleet House Battery extended about 1.5 mile east-west along Route 58 between Route 10 (Godwin Boulevard) and Route 642 (Wilroy Road) and measured about one-half mile wide north-south. Neither of these battlefield sites extended into the APE for the three Candidate Build Alternatives examined in the DEIS for the Route 460 Location Study when they were surveyed by VDOT for above-ground resources in 2004, or when VDOT surveyed Modified CBA-1 for archaeological resources in 2006.

In 2005, the ABPP initiated an update to the 1993 CWSAC's *Report on the Nation's Civil War Battlefields* in which the size and scope of the battlefield Study and Core areas identified in the 1993 study were reassessed. In their updated surveys the ABPP also defined Potential National Register (PotNR) boundaries for each battlefield. The PotNR boundaries reflect the "ABPP's assessment of a Study Area's current integrity (the surviving landscape and features that convey the site's historic sense of place)" (ABPP 2009: Page 14, Figure 6).

The ABPP issued a "final draft" of its updated survey of the 122 CWSAC battlefields in Virginia in July 2009. In doing so, they greatly expanded on the 1993 definition of the significant military activities associated with the Siege of Suffolk. The name of CWSAC Battlefield No. VA031 was changed from "Hill's Point/Suffolk" to "Suffolk II (Fort Huger, Hill's Point)" and the Study Area associated with this battlefield was extended to include an area of 40,210 acres measuring roughly 7.5 miles east-west and 10.5 miles north-south, with additional corridors of approach/retreat extending to the southwest and northeast (Attachment 6).

Soon after the ABPP issued its 2009 update for Virginia's battlefields, VDOT requested and received from the ABPP the shapefiles for the newly delineated battlefield boundaries for incorporation into VDOT's GIS (Geographical Information System) Integrator, which VDOT maintains, in part, for the initial review of the potential environmental impacts of proposed transportation improvements. For reasons which the ABPP has not been able to explain, the

spatial data VDOT received from ABPP for CWSAC No. VA031 differed from that presently posted on the ABPP's website as its 2009 update for the battlefield. While the spatial data VDOT received for the Study and Core areas of the battlefield are the same as presently posted on the ABPP's website, VDOT received spatial data for only one of the three discontinuous polygons which the present website posting indicates comprise the ABPP's 2009 PotNR for VA031. The shapefiles received define the PotNR polygon most closely associated with the Fort Huger/Hill's Point engagement, which lies to the northeast and outside of the APEs for the three Candidate Build Alternatives examined in the DEIS for the Route 460 Location Study and outside of the APE for the proposed revised eastern terminus.¹

VDOT discovered the discrepancy between the data sets said to represent the 2009 ABPP survey in July 2013 as VDOT began reevaluating the FEIS for the Route 460 Location Study in reference to proposed changes to the western and eastern termini of Modified CBA-1. Upon seeking clarification from the ABPP, VDOT learned that the ABPP had reassessed CWSAC No. VA031 again subsequent to their 2009 effort and had delineated new PotNR boundaries for the battlefield in 2011. The ABPP's 2011 PotNR boundaries for CWSAC No. VA031, comprised of four discontinuous areas, are not posted on the ABPP's website but are depicted in Attachment 6 based on shapefiles provided by ABPP to VDOT in late July 2013.

In October 2013, VDOT engaged the services of Cultural Resources, Inc. (CRI) and its staff historian, John S. Salmon, to contact the ABPP in an effort to gain further clarification and detailed information about the ABPP's reassessment of the CWSAC VA031 battlefield. Mr. Salmon participated in the CWSAC survey in 1992-1993 and conducted the survey for the Norfleet House and Hill's Point engagement sites for CWSAC. In response to Mr. Salmon's inquiry, the ABPP was not able to locate any written documentation it had prepared to explain or support its 2009 and 2011 delineations of Study, Core, and PotNR boundaries for CWSAC No. VA031. In personal communications to Mr. Salmon², ABPP staff indicated to Mr. Salmon that the greatly expanded study area boundaries are supported by the 1895 Soederquist map; because of time constraints and the very large area encompassed by the siege, CWSAC staff decided to focus only on the Norfleet House and Hill's Points engagements for the 1993 survey. ABPP staff also indicated that subsequent delineations of the PotNR were based largely on views afforded by Google Earth and were drawn to encompass areas that appeared in aerial images to retain integrity (i.e., they had not been developed).

VDOT Evaluation of the Siege of Suffolk Battlefield

As described above, as of 2011 the ABPP had delineated boundaries for four discontinuous areas within their Study Area for the Siege of Suffolk battlefield (CWSAC No. VA031) that the ABPP proposes are potentially eligible for listing on the NRHP (Attachment 6). One of these areas is located in the southwest quadrant formed by the grade-separated interchange at the intersection of Routes 460 and 58 and includes portions of the alignment of Modified CBA-1 and the proposed revisions to the eastern terminus of this alignment. This area is bounded on the north/northeast by four-lane Route 460; on the east by Route 58, a four-lane divided highway; on the south by Lake Meade, a City of Portsmouth reservoir created in 1960 by impounding the main stem of the Nansemond River; and extends westward to the vicinity of the intersection of Route 604 (Lake Prince Drive) with Route 460 at Providence Church (Attachment 8).

In relation to the present reevaluation of the FEIS for the Route 460 Location Study, VDOT has evaluated this area of the PotNR areas against NRHP eligibility criteria. Because VDOT agrees

¹ ABPP has advised VDOT that it updated the boundaries for VA031 only once for the 2009 report. However, in a set of maps provided by ABPP to VDOT in December 2013 from the ABPP's files on the battlefield, there is a map with the filename "VA031_Suffolk_II.jpg" (Attachment 7) that depicts the 2009 revised Study and Core area boundaries as published on the ABPP website, but depicts the PotNR boundary for the battlefield as a single polygon in the vicinity of the Fort Huger/Hill's Point engagement. The PotNR boundaries depicted on this map correspond precisely to the boundaries formed by the shapefiles VDOT received from ABPP in 2009 for VA031.

² Summarized in a letter report dated December 6, 2013, from Ellen M. Brady, CRI, to Mary Ellen Hodges, VDOT.

with the ABPP that the Study Area boundaries delineated in 2009 and 2011 for the Siege of Suffolk are supported by the 1985 Soederquist map, VDOT assumed that all lands associated with the ABPP's 2011 PotNR had a significant association with this significant military event. Thus, our assessment focused on determining whether the 2011 PotNR that overlaps the eastern terminus of Modified CBA-1 retains sufficient integrity to meet NRHP eligibility criteria.

Perhaps the most notable characteristic of the entire 2011 PotNR the ABPP has delineated for the Siege of Suffolk, readily discerned on the aerial view provided in Attachment 6, is the PotNR's fragmentary nature. Because of the amount of commercial, industrial, and residential development that has occurred in the town of Suffolk and vicinity since the mid-20th century, the PotNR delineated by the ABPP in 2009 was initially comprised of three discontinuous and widely separated areas. With the updated delineation in 2011, a significant amount of land was removed from the 2009 PotNR area west of Route 58³, with the result that the geographic continuity between the lands north and south of Lake Meade was severed. Although the 2011 revision also extended the PotNR in this area closer to the Route 460/Route 58 intersection, it is important to note that the portion of the PotNR that overlaps the footprint of Modified CBA-1 neither includes nor is geographically contiguous to any of the Core Areas for the Siege of Suffolk defined by the ABPP. The extent of modern development surrounding this area of the PotNR is such that the aspect of integrity of historic setting that involves a property's relationship to surrounding features and open spaces (NRHP 1997:45) has been substantially diminished.

In addition to its dissociation from the larger landscape of the Siege of Suffolk, the section of the 2011 PotNR that overlaps the eastern terminus of Modified CBA-1 also encompasses only fragmented sections of the important military features that once comprised the Confederate siege works northwest of the town of Suffolk. In the vicinity of what is now the intersection of General Early Drive and Route 460, in association with the area marked as General Hood's headquarters on the Soederquist (1895) map, the Confederates erected a major breastwork which straddled the old Providence Church Road; yet the lands immediately north the road, which would have contained a significant portion of this feature, have understandably been excluded from the PotNR because of intensive modern development. The Soederquist map also depicts a linear earthwork running generally along Murphy's Mill Road (Route 638). The 2011 PotNR would contain only a small portion of this earthwork; more than half of it extended east of the present Route 58 into an area now intensively developed or disturbed and excluded from the ABPP's PotNR.

The NRHP defines "integrity" as "the ability of a property to convey its significance, " and guidance developed by the NRHP for assessing integrity suggests that a basic test of integrity for a battlefield "is whether a participant in the battle would recognize the property as it exists today" (Andrus 1999:10). This sense is enhanced by a property's integrity of feeling and association, and the NRHP (1997:45A) recommends each of these aspects of integrity "requires the presence of physical features that convey a property's historic character." The information VDOT has been able to gather to date without surveying the entire 2011 PotNR area which overlaps the Modified CBA-1 terminus indicates this area lacks any above-ground features that would convey the manner and extent by which the Confederates modified the landscape for the siege. As described in detail in the enclosed archaeological assessment report for the reevaluation of the proposed revisions to the western and eastern termini of Modified CBA-1, over two days in July and August 2013 VDOT's consultant, CCR, conducted a visual reconnaissance in three areas within the footprint of the proposed revised eastern terminus where the Soederquist (1895) map would suggest the presence of earthwork features; but CCR staff observed no surviving above-ground evidence of these types of features. CCR staff also had the opportunity to interview Suffolk-area historian Kermit Hobbs, who is an active, local Civil

³ The 2011 revision to the boundary appears to reflect some changes in land use, but also a change in the ABPP's definition or perception of what constitutes integrity. In regard to the latter, the main stem of the Nansemond River was impounded in 1960 to create Lake Meade, a City of Portsmouth reservoir, yet Lake Meade was included in the 2009 PotNR. The ABPP excludes the lake from the 2011 PotNR boundary.

War historian, author of *Storm Over Suffolk* (Hobbs 1979), and a member of the Suffolk Nansemond Historical Society. Mr. Hobbs consulted GPS data he maintains on earthworks that he has inventoried in and around Suffolk and he had no data pertaining to the footprint of the revised eastern terminus. Both Mr. Hobbs and a local property owner also noted that an avocational metal detectorist who has conducted extensive work within the revised eastern terminus area has not encountered any notable sites. In 2006-2007, in relation to the FEIS for the Route 460 Location Study, VDOT itself conducted an intensive, systematic, subsurface archaeological survey of a 350-foot-wide corridor along the centerline of Modified CBA-1 and within the footprint of the original design of the eastern terminus. No above- or below-ground evidence of Civil War-related resources was identified during this study (Bamann et al. 2007; Tippet and Rupnik 2006).

As a result of this assessment, VDOT has concluded that the portion of the PotNR area for the Siege of Suffolk that was delineated by the ABPP in 2011 in the southwest quadrant of the intersection of Routes 460 and 58 northwest of the town of Suffolk does not possess sufficient integrity to meet NRHP eligibility criteria. While this area of the ABPP's PotNR remains semi-rural, and has been delineated by the ABPP to exclude encroaching development on the surviving agricultural land comprised of pasture, cropland, and woodland, the area is too fragmented to provide a sense of the larger battlefield landscape from either a broad or narrower perspective. The area also lacks surviving above-ground manifestations of the specific types of military features that might convey its association with Longstreet's campaign against the Union garrison at Suffolk. A participant in the Siege of Suffolk would not recognize that event if he reappeared in this portion of the battlefield today.

All decisions concerning effect and treatment in Section 106, and related decisions on how public works projects are implemented, depend on sound decision-making about historic properties. The content of this letter, along with the documentation supporting the 2007 PA, demonstrate that VDOT and FHWA have made, and continue to make a reasonable and good-faith effort to identify historic properties potentially affected by the undertaking in accordance with 36 CFR 800.4(b)(1). However, project-sponsoring agencies sometimes have a disproportionate burden of proof to support consensus decision-making for the identification of historic properties, as in this case. The ABPP's redefined PotNR boundaries were based largely on long-distance opinions using Google Earth with little supporting documentation or justification (page 8 of this letter). In contrast, VDOT believes that we have provided an extensive, detailed, and empirical justification to support a consensus decision that the portion of the Siege of Suffolk Battlefield within and adjacent to the APE does not retain sufficient integrity for it to "hang-together" as part of an otherwise grossly discontinuous whole, a property in which even most of the core areas have essentially been destroyed.

Archaeological Assessment

The results of VDOT's efforts to assess the potential for significant archaeological sites to be affected by proposed changes to Modified CBA-1 are presented in the enclosed report, *Archaeological Assessment* (February 2014), prepared by Susan E. Bamann, J. Eric Deetz, Lindsay N. Flood, and D. Allen Poyner of CCR. This assessment utilized information and analyses from the original assessment prepared for the DEIS and also incorporates the results of previous systematic, intensive archaeological surveys and evaluations of Modified CBA-1 conducted by VDOT (Bamann and Hall 2006; Bamann et al. 2007; Tippet and Rupnik 2006). The results of a field reconnaissance conducted by CCR staff to identify potential Civil War resources in the APE for the refined eastern terminus portion are also included.

The assessment concluded that the three areas of proposed change to Modified CBA-1 each possess low to moderate potential to contain archaeological sites from all periods of prehistory and history in Virginia, while both the western and eastern termini areas possess higher potential to contain archaeological resources associated with Civil War-period military activities. With the exception of Civil War site deposits that might be associated with above-ground military

features, such as earthworks, the types of archaeological resources which the areas of proposed changes may contain are most likely to be important chiefly for what could be learned through data recovery of the archaeological deposits. Of the two termini, the eastern terminus area contains the higher potential for earthworks; yet CCR's field reconnaissance of the APE for the eastern terminus identified no evidence of these types of above-ground features where the 1895 Soederquist suggests they might be present. Additionally, VDOT conducted an intensive, systematic, subsurface archaeological survey of a 350-foot-wide corridor along the centerline of Modified CBA-1 and within the footprint of the original design of the eastern terminus, and no above- or below-ground of Civil War-related resources were discovered (Bamann et al. 2007; Tippet and Rupnik 2006).

SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

VDOT would also like to take this opportunity to notify your department and other consulting parties of efforts we have recently begun to prepare a Supplemental Environmental Impact Statement for the Route 460 Location Study. In November 2012, when FHWA and VDOT completed the NEPA re-evaluation of the FEIS, the FHWA, based upon the information before them at the time, conclude that a SEIS was not needed. Based on new information bearing on the environmental impacts, including the aquatic impacts, FHWA later decided in December 2013 that a SEIS is required. The SEIS will be prepared by both FHWA and the United States Department of the Army Corps of Engineers (Corps) as joint lead federal agencies, in cooperation with the VDOT. The Corps was a cooperating agency in the preparation of the June 2008 FEIS. In addition to fully evaluating new information, the SEIS will inform and support the Corps' evaluation of the Department of the Army Individual Permit (IP) application submitted by U.S. Route 460 Mobility Partners for the discharge of fill material into waters of the United States in conjunction with the construction of the Route 460 Corridor Improvements Project.

The SEIS will review information from the Route 460 Location Study FEIS/ROD, incorporate new information, update the alternatives and impacts analyses, and assess impacts not previously evaluated in the FEIS/ROD. Alternatives that will be considered for the proposed project in the SEIS are:

- the No-Build Alternative;
- the preferred alternative;
- the preferred alternative revised to include one or more of the following proposed changes: changes to the termini, the proposed interchange at Route 620, and alignment shifts to avoid and minimize impacts; and, potentially,
- other alternatives identified by FHWA and the Corps during the SEIS process.

The SEIS will document the alternatives previously eliminated from consideration by FHWA. In order that the Corps may fulfill its required alternatives analysis responsibilities, consideration will also be given to the alternative from the DEIS to improve the existing Route 460 corridor (CBA-2), an alternative to provide a limited access tolled facility along the existing Route 460 corridor (CBA-2 Tolloed), and any other options along the existing alignment found to be feasible and address the purpose and need of the project as stated in the draft SEIS.

In relation to the project's effects on historic properties, the SEIS will consider data on previous research and previously recorded historic buildings, structures, sites, districts, and objects within and adjacent to the study area for any of the alternatives carried forward. FHWA, the Corps, and VDOT anticipate the Draft SEIS will be published and circulated in the spring of 2014.

VDOT invites the Department of Historic Resources to concur with VDOT's findings from the architectural surveys recently completed for the proposed revisions to the western and eastern termini of Modified CBA-1 and the proposed relocation of the Route 620 interchange to Route 628. We would also welcome receiving any comments you may have on the archaeological

assessment prepared for these areas of proposed revisions to the project. You may indicate your concurrence with the findings from the architectural surveys by completing the signature block below and returning the original signature to my attention.

If you or any of the other consulting parties to this project have questions about the enclosed findings or the Route 460 Location Study in general, please feel free to contact me (A.Opperman@vdot.virginia.gov or 804-371-6749) or Mary Ellen Hodges (ME.Hodges@vdot.virginia.gov or 804-786-5368). Thank you for your assistance.

Sincerely,

A handwritten signature in black ink that reads "Antony F. Opperman". The signature is written in a cursive, flowing style.

Antony F. Opperman
Preservation Program Manager

Enclosures

- c. Mr. Edward Sundra, FHWA
Chief Lynette Allston, Nottoway Indian Tribe of Virginia
Chief Walt "Red Hawk" Brown, Cheroenhaka (Nottoway) Indian Tribe
Mr. Paul Hawke, American Battlefield Protection Program

VDOT Project No. 0460-969-101, PE101 (UPC 56638)
VDHR File No. 2002-1760

The Virginia Department of Historic Resources (DHR) concurs with the Virginia Department of Transportation (VDOT) that the following resources do not meet National Register of Historic Places (NRHP) eligibility criteria:

Proposed revised western terminus:

Previously recorded - 074-5030, 074-5031, 074-5091, 123-5024

Newly recorded - 074-5193, 074-5194, 074-5195, 074-5196, 074-5197, 074-5198, 074-5199, 074-5200, 074-5201, 074-5202, 074-5203, 074-5204

Proposed revised eastern terminus:

Previously recorded - 133-0746, 133-5183, 133-5184, 133-5185, 133-5186, 133-5188, 133-5189, 133-5190

Newly recorded - 133-5425, 133-5426, 133-5427, 133-5428, 133-5429, 133-5430, 133-5431, 133-5432, 133-5433

The DHR also concurs with the VDOT that of the four discontinuous areas delineated in 2011 by the American Battlefield Protection Program (ABPP) and proposed by the ABPP to be potentially eligible for the NRHP for their association with the Siege of Suffolk (DHR Inventory No. 133-5039, CWSAC No. VA031), the area that overlaps the proposed footprint of the eastern terminus of Modified CBA-1, located in the southwest quadrant formed by the intersection of Routes 460 and 58, does not meet NRHP criteria for eligibility due to loss of historic integrity.



Julie V. Langan, Director
Virginia Department of Historic Resources
State Historic Preservation Officer

Date: 7 MARCH 14

DHR# 2002-1760

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Tippett, Lee, and Megan Rupnik

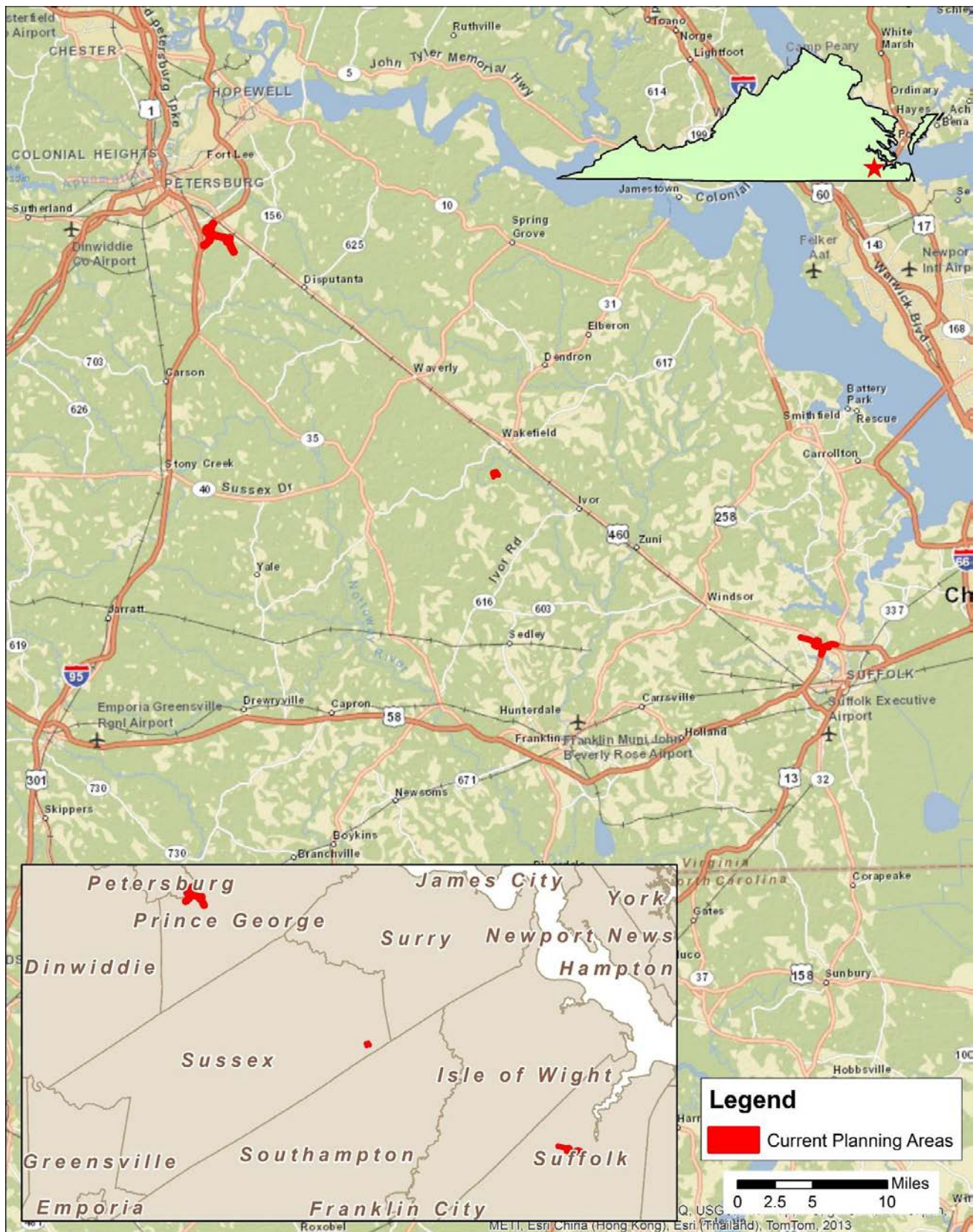
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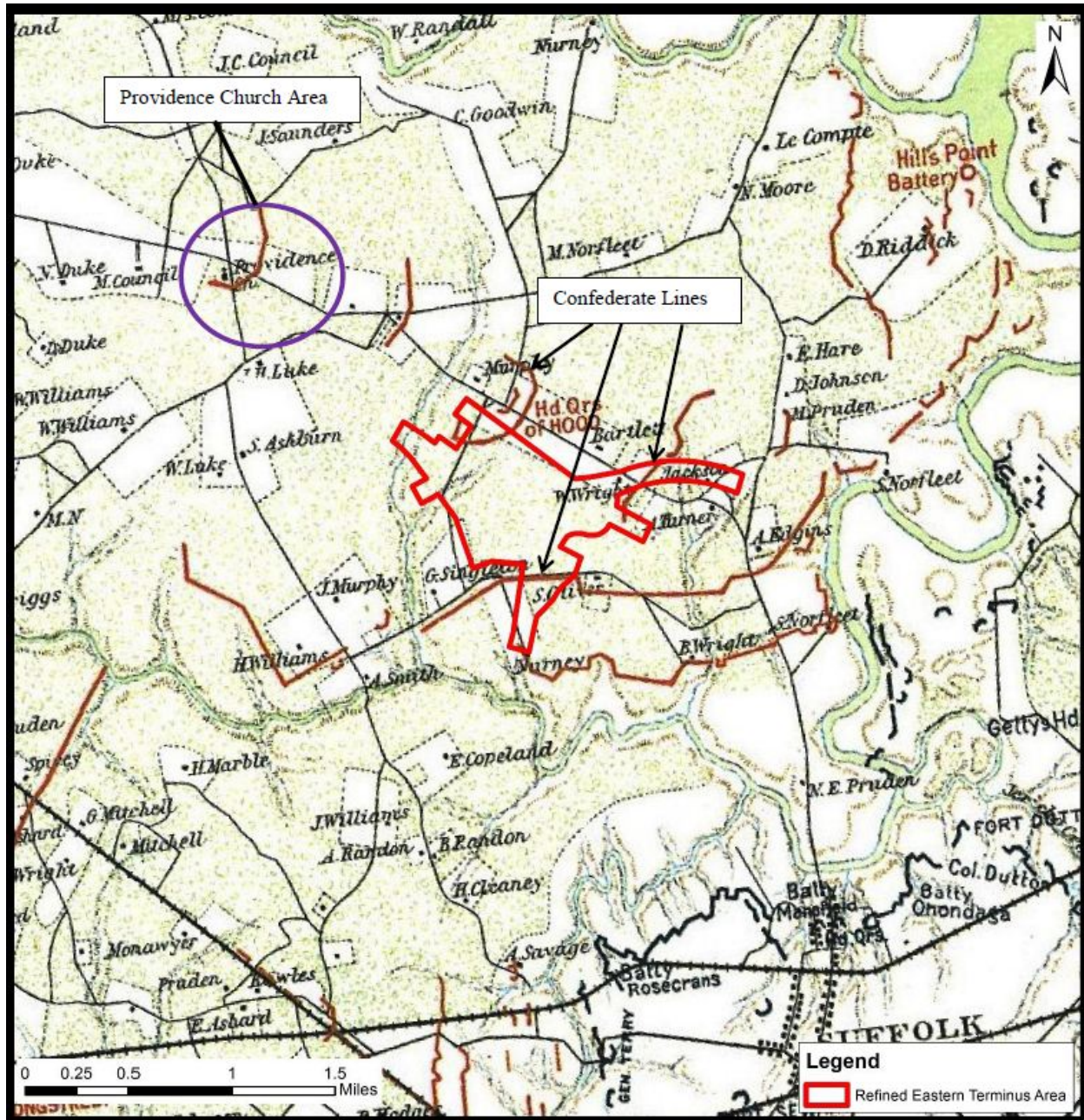
Attachment 1

Location of Proposed Changes to Modified CBA-1.



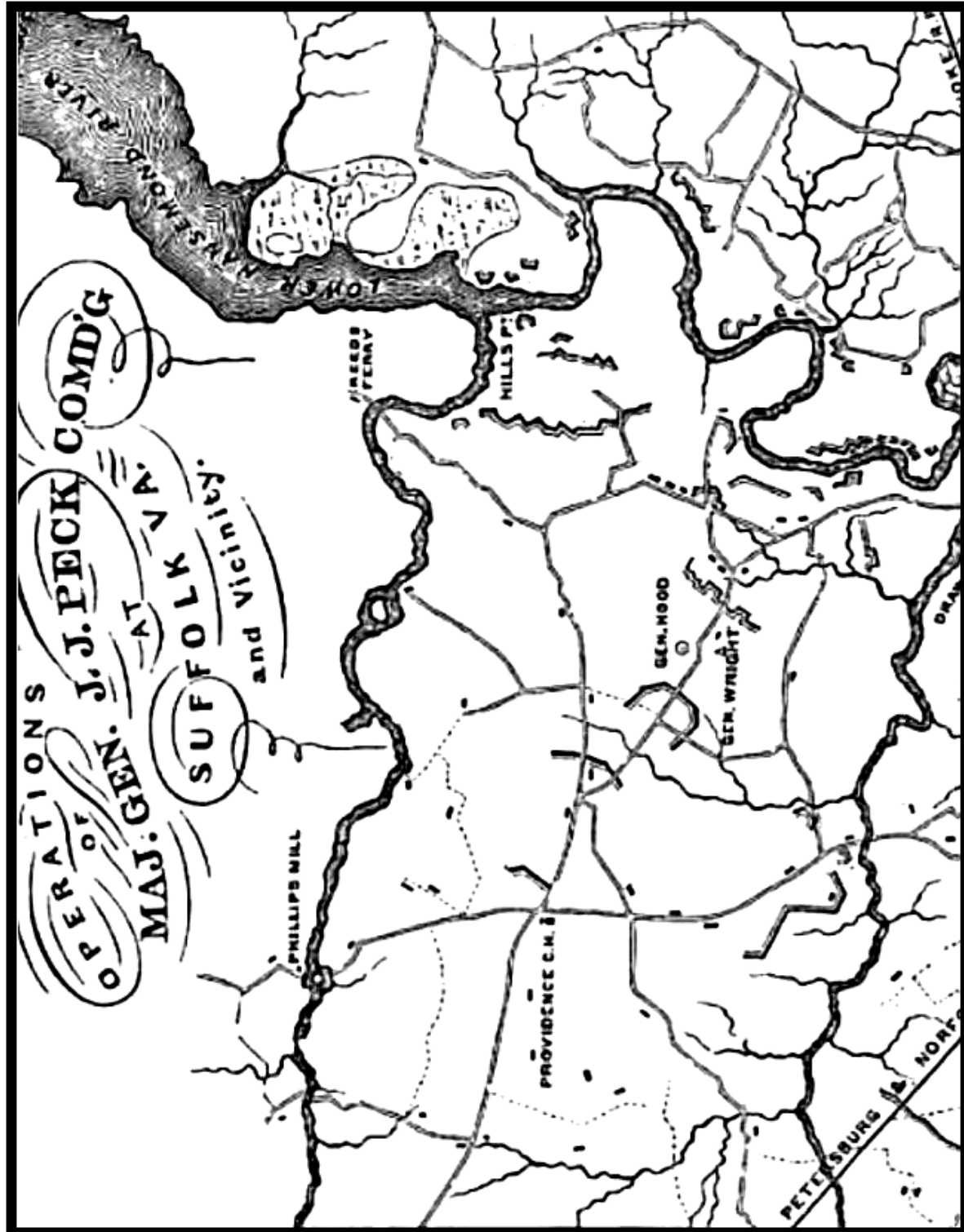
Attachment 2

Overlay of a portion of the APE on the Military Map of Suffolk and Vicinity... (Soederquist 1895). Note that the overlay is approximate and was limited by the ability to rectify the historic and modern mapping, but shows the general relationship of the revised eastern terminus to confederate lines and headquarters.



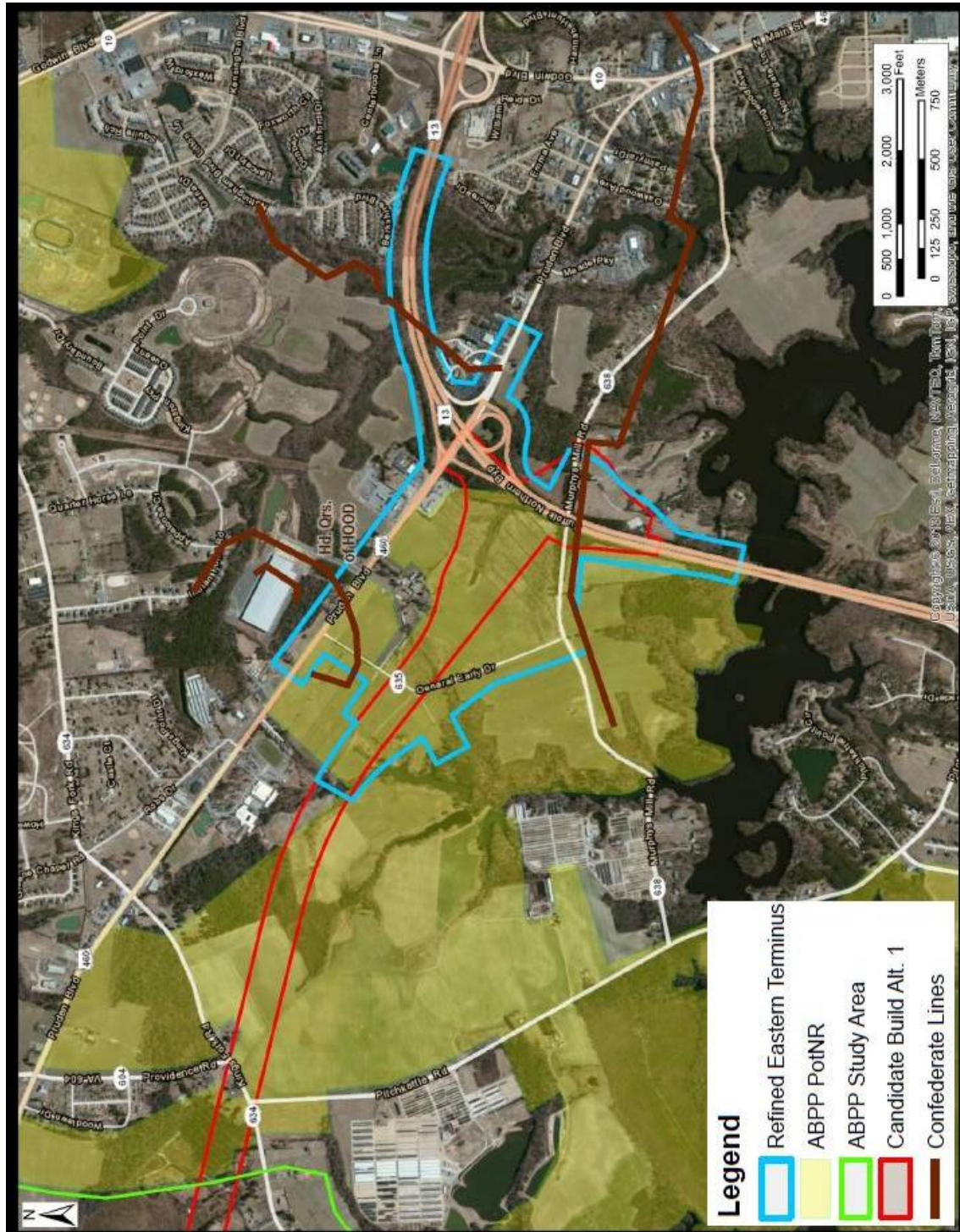
Attachment 3

Map from Pictorial History of the Civil War (Lossing 1868), showing fortifications in areas associated with Providence Church and General Hood's Headquarters. Note that a footnote in the accompanying text to the map indicates that information on fortifications and headquarters was copied from a map made by Union General Peck's engineers and lent to the author.



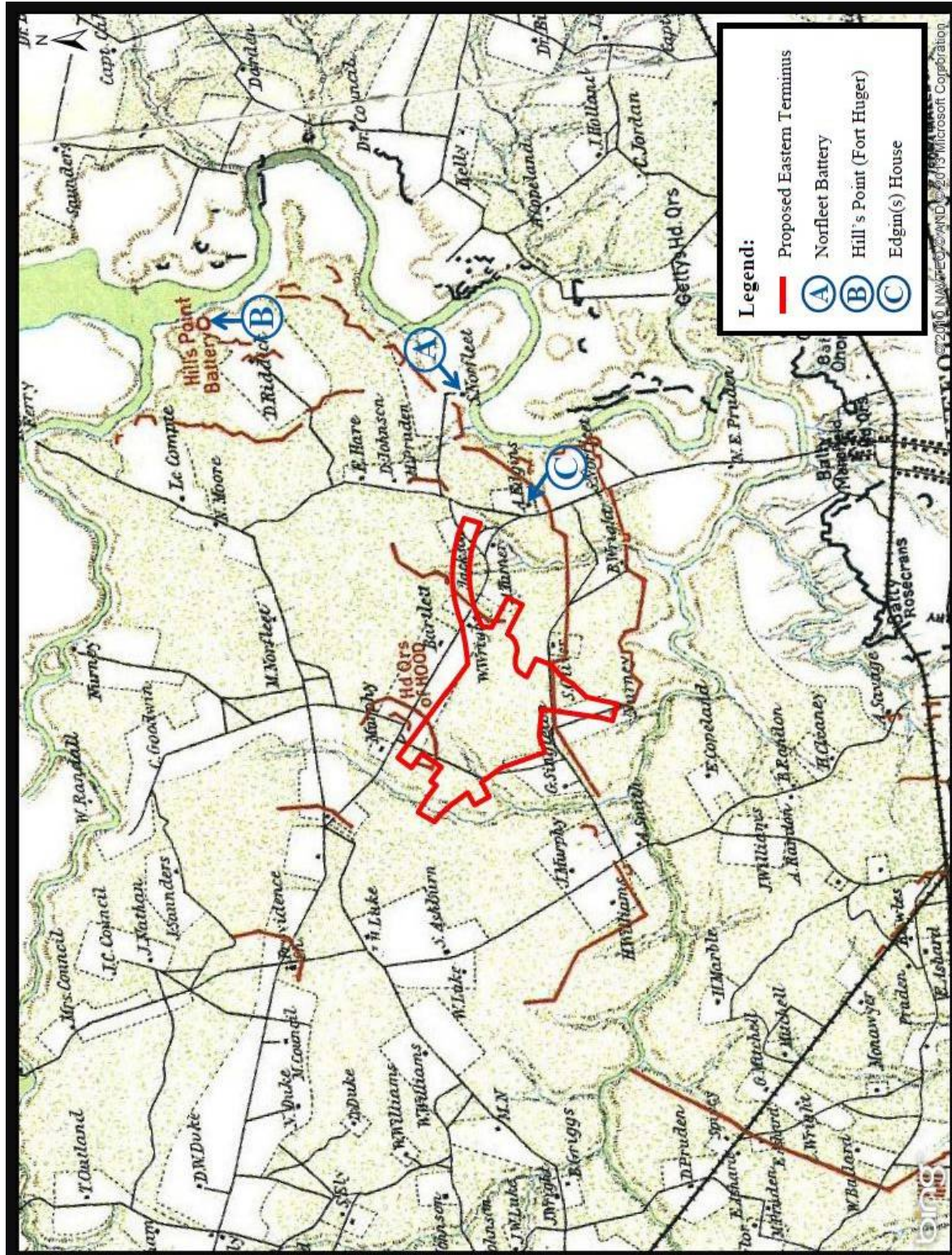
Attachment 4

The APE for revised eastern terminus shown with 1) the ABPP Study Area and PotNR Areas for the Siege of Suffolk (VDHR ID: 133-5039; VA031) and 2) an overlay of Confederate lines from the *Military Map of Suffolk and Vicinity*. . . (Soederquist 1895). Note that the ABPP data is based on 2011 shapefiles obtained by VDOT on July 7, 2013. Also note that the general relationship of the refined eastern terminus to confederate lines and headquarters depicted on the Soederquist (1895) map is approximate and limited by the ability to rectify historic and modern mapping.



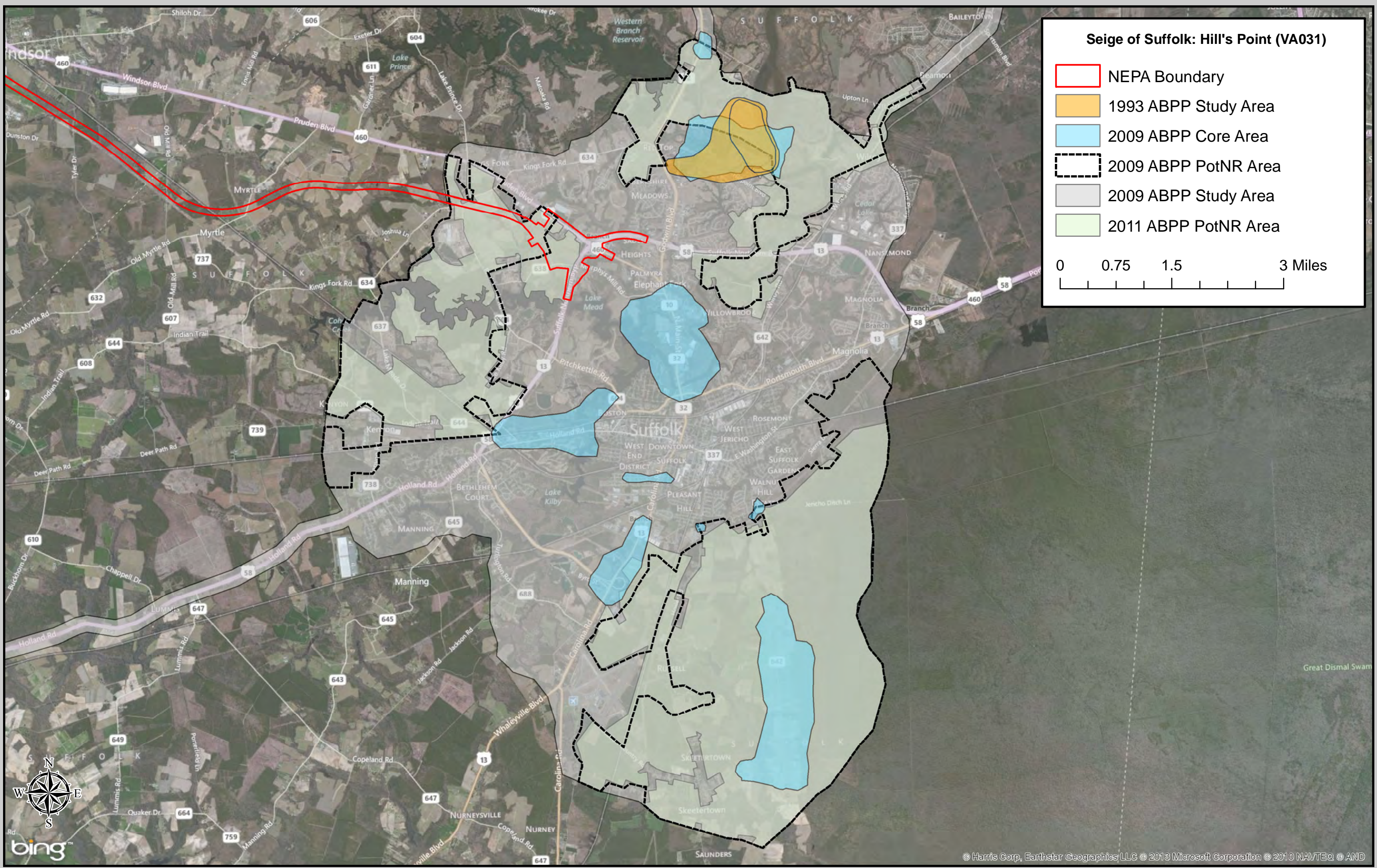
Attachment 5

Overlay of a Portion of the APE (Refined Eastern Terminus Area) on the *Military Map of Suffolk and Vicinity*. . . (Soederquist 1895), Showing the Locations of the Norfleet Battery, Hills Point, and the Edgin(s) House. Note that the overlay is approximate and was limited by the ability to rectify the historic and modern mapping, but shows the general relationship of the refined eastern terminus to confederate lines and headquarters.



Attachment 6

Boundaries defined in 1993, 2009, and 2011 for CWSAC Battlefield VA031.
(See insert)



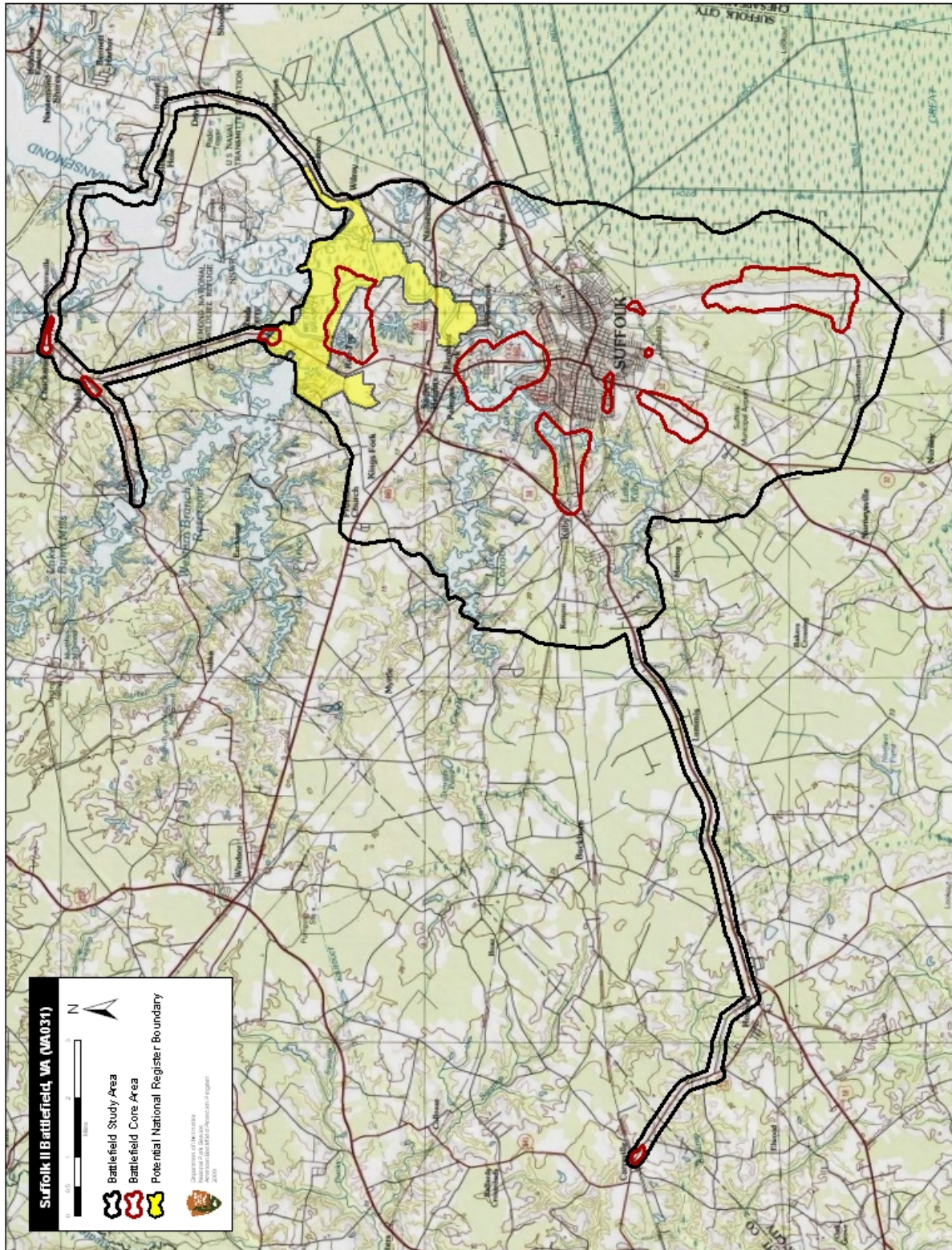
Seige of Suffolk: Hill's Point (VA031)

- NEPA Boundary
- 1993 ABPP Study Area
- 2009 ABPP Core Area
- 2009 ABPP PotNR Area
- 2009 ABPP Study Area
- 2011 ABPP PotNR Area

0 0.75 1.5 3 Miles

Attachment 7

Map provided by ABPP in November 2013 from package of materials contained in its files for Battlefield VA031. These are the boundaries received by VDOT from the ABPP in 2009 as representing the ABPP's 2009 update to the CWSAC 1993 *Report on the Nation's Civil War Battlefields*.



Attachment 8

Aerial view of ABPP 2011 PotNR in the vicinity of the eastern terminus of Modified CBA-1
(Source: Bing Maps, February 10, 2014,
<http://www.bing.com/maps/#Y3A9MzcuNTUzNzk5fi03Ny40NjAyOTcmbHZsPTQmc3R5PXlmcT1zdWZmb2xrJT11MkMIMjUyMFZB>)





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Charles A. Kilpatrick, P.E.
Commissioner

June 2, 2014

Mr. Marc Holma, Office of Review and Compliance
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Route 460 Corridor Improvement Project
VDOT Project: 0460-969-101, PE101 UPC: 100432
VDHR File No.: 2002-1760
Counties/City: Prince George, Sussex, Surry, Southampton, Isle of Wight, City of Suffolk
Funding: Federal

Dear Mr. Holma:

Both Angel Deem and I appreciate you and Roger Kirchen meeting with us on May 21 to discuss the work the Virginia Department of Transportation (VDOT) has recently initiated to prepare a Supplemental Environmental Impact Statement for the Route 460 Corridor Improvements Project, which extends for a distance of approximately 55 miles between Route 58 in the City of Suffolk and Interstate 295 near Petersburg. The purpose of this letter is to review the items we discussed at our meeting and provide your department and other consulting parties the opportunity to provide comment on VDOT's proposed methods for continuing to address the requirements of Section 106 of the National Historic Preservation Act for the project.

Project History and Present Initiative

As you are aware, Section 106 coordination for this federally-funded project was initiated by VDOT on behalf of the Federal Highway Administration (FHWA) in 2004 and culminated in the execution of a Programmatic Agreement (PA) by your office, FHWA, and VDOT in September 2007. The project will require permits from the U. S. Army Corps of Engineers (Corps), but in May 2007 the Corps designated the FHWA as lead federal agency to fulfill collective Federal responsibilities under Section 106. In accordance with the provisions of the National Environmental Policy Act (NEPA) and 23 CFR 771, FHWA completed a Final Environmental Impact Statement (FEIS) for the project in June 2008 and signed a Record of Decision (ROD) in September 2008. The Selected Alternative identified in the ROD was Modified Candidate Alternative 1 (Modified CBA-1), which was identified as the Preferred Alternative in the FEIS.

In September 2012, the Section 106 PA was extended and amended, in part, to address the fact that VDOT would be entering into an agreement with a PPTA (Public-Private Transportation Act) concessionaire to complete the design and build the project on Modified CBA-1. A comprehensive agreement and Design-Build contract was executed between VDOT and U.S. 460 Mobility Partners in December 2012. A NEPA Re-evaluation of the FEIS was completed and approved by FHWA in October 2012.

By late 2013 the Corps had indicated to VDOT that, in light of the project's impacts on wetlands, a supplement to the FHWA's FEIS for the Project would be necessary for the Corps to conduct the reviews required for issuing a permit for the project. Thus, in December 2013, FHWA, the Corps, and VDOT signed a Memorandum of Understanding specifying the scope of work for a Supplemental Environmental Impact Statement (SEIS) that would update the assessment of environmental impacts and examine additional alternatives. VDOT has temporarily suspended the work of U.S. 460 Mobility Partners while these additional environmental studies are being completed. It is VDOT's intent to publish a Draft SEIS for public review in September of this year.

SEIS Alternatives Analysis

The SEIS will examine five build alternatives, each consisting of an inventory corridor 500 feet wide, and a No-Build alternative. A map showing the locations of the five build alternatives and a brief description of each are provided in Attachments A and B, respectively. Alternatives 1, 2, and 3 generally follow the similarly numbered alternatives (CBA-1, CBA-2, and CBA-3) examined in the 2008 FEIS. The corridor for Alternative 5 coincides with that of Alternative 2, although the typical section of Alternative 5 will be wider in some locations. Both Alternatives 2 and 5 follow the existing Route 460 alignment but bypass the major towns along the existing highway. In contrast, Alternative 4 follows the existing Route 460 alignment without bypassing the major towns.

Proposed Efforts to Identify Historic Properties

VDOT has defined the Area of Potential Effects (APE) for each alternative being examined in the SEIS in the same manner the agency defined the APE for the alternatives studied in the EIS completed in 2008. The APE for direct effects to above-ground or "architectural" resources is a corridor 1,000 feet wide extending out 500 feet from each side of the centerline of an alternative. The APE for indirect effects includes any architectural resources that may be visible from the 500-foot inventory corridor for the alternative. The APE for archaeological resources is the 500-foot inventory corridor for each alternative.

VDOT also will be applying a phased approach to the identification of historic properties for the SEIS as it did for the original EIS. Field survey to identify all architectural properties on or eligible for listing on the National Register of Historic Places (NRHP) that could be affected by the five build alternatives will be completed prior to completion of the Draft SEIS. The Draft SEIS will take into account the potential effects of each alternative on archaeological historic properties, but, as permitted under 36 CFR §800.4 of the regulations implementing Section 106, field survey to identify archaeological sites will be deferred until after a Preferred and Selected

alternative are identified (but before completion of the Final SEIS). The Draft EIS will assess the potential of each alternative to contain significant archaeological sites, with special attention paid to those which would be significant chiefly for reasons other than their ability to yield important information about the past. This assessment will be based on the distribution of known resources and an understanding of past settlement patterns and the geography and cultural history of the study area.

As noted earlier, the 500-foot inventory corridors associated with Alternatives 1, 2, 3, and 5 are generally the same as the three alternatives (CBA-1, CBA-2, and CBA-3) already examined in the 2008 FEIS. VDOT completed efforts to identify architectural historic properties that might be affected by these alternatives and assessed the potential of these alternatives to affect significant archaeological resources between 2004 and 2007, during preparation of the 2008 FEIS. (Field studies were also completed in 2006 and subsequently under the terms of the 2007 PA to definitively identify the archaeological sites eligible for listing on the NRHP located within the corridor for CBA-1, the previously selected alternative.) Because your department's survey guidelines generally recommend that architectural resources documented more than five years ago may warrant re-evaluation, for the SEIS VDOT proposes to review the resources examined during preparation of the 2008 FEIS and provide your department with our current determination on whether the earlier findings regarding the NRHP-eligibility of each of these resources are still applicable.

VDOT does not believe that a resurvey of the CBA-1, CBA-2, and CBA-3 corridors (now associated with Alternatives 1, 2, 3, and 5) for the purpose of documenting any architectural properties which have attained 50 years of age in the time since the 2004 surveys is warranted to update our identification of historic properties for the SEIS. In 2012, in relation to the re-evaluation of the 2008 FEIS prior to planned construction of the selected alternative for the Route 460 project, VDOT resurveyed the Modified CBA-1 corridor, which runs on new location south of existing Route 460, to document and evaluate any architectural properties which had attained 50 years of age since the original 2004 survey. This extensive effort, covering approximately 55 miles of a 1000-foot corridor, resulted in the identification of only nine additional architectural resources, none of which were determined in consultation with your department to be eligible for the NRHP. We anticipate that a similar effort to resurvey the former corridors now associated with Alternatives 2, 3, 4, and 5 would be similarly unproductive in identifying additional historic properties. To test this conclusion on the portions of Alternatives 2, 4, and 5 which follow existing Route 460 between the major towns, we recently examined property records for a 7.7 mile stretch of the 1000-foot corridor associated with these alternatives between Disputanta and Waverly. We found only one architectural resource (a concrete block, brick-veneered dwelling) that had attained 50 years of age since the original 2004 survey.

Among the build alternatives being examined in the SEIS are some areas that were not previously surveyed during preparation of the 2008 FEIS. In addition to some connector roads, these include in particular the sections of Alternative 4 that pass along the existing Route 460 alignment through the towns of Windsor, Zuni, Ivor, Wakefield, Waverly, and Disputanta that are bypassed by Alternatives 2 and 5. In preparing the Draft SEIS, VDOT will focus its efforts on providing the same level of information for these previously unsurveyed areas that was

provided for Alternatives 1, 2, 3, and 5 in the original Draft EIS. Our efforts will entail conducting field survey in the APE for these areas of Alternative 4 to document and evaluate the NRHP-eligibility of all architectural resources that will be at least 50 years of age by 2015 as well as preparing an archaeological assessment of the potential for these areas to contain significant archaeological resources. We anticipate being able to provide your department and other consulting parties the results of these efforts in early July for your review and comment.

If you or other consulting parties have any questions or comments on VDOT's proposed approach for taking historic properties into account in the agency's preparation of the planned SEIS, please contact me at the address above. I may also be reached by phone (804-786-5368) or email (ME.Hodges@VDOT.Virginia.gov).

Thank you for your assistance. VDOT looks forward to working further with you and the other consulting parties on this project.

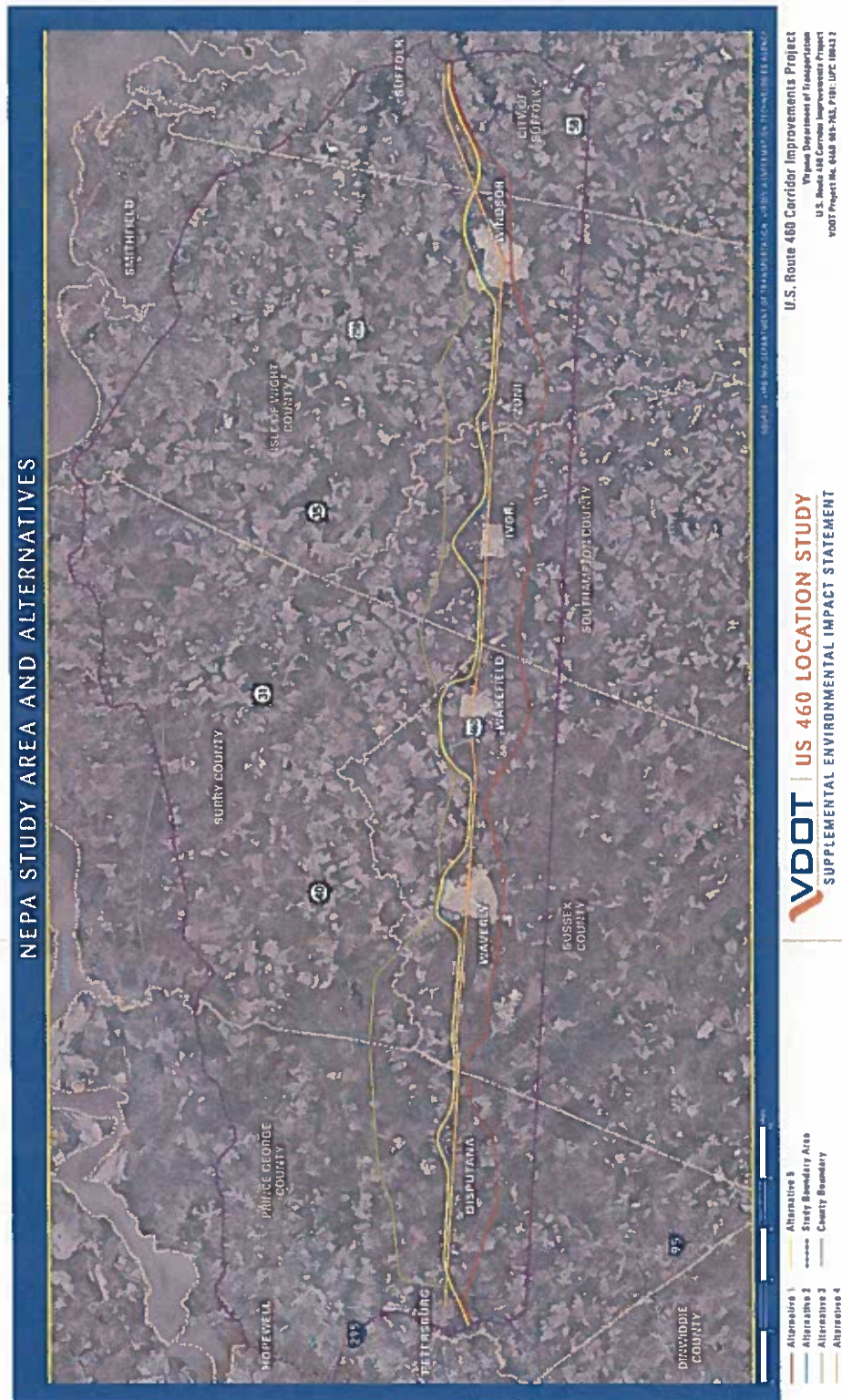
Sincerely,



Mary Ellen N. Hodges
Preservation Program District Coordinator

- c. Edward S. Sundra, FHWA
Chief Lynette Allston, Nottoway Indian Tribe of Virginia
Chief Walt "Red Hawk" Brown, Cheroenhaka (Nottoway) Indian Tribe

ATTACHMENT A: Location of build alternatives to be examined in the SEIS



ATTACHMENT B: Description of build alternatives to be examined in the SEIS

Purpose and Need - Statement - The purpose of the improvements to the 460 corridor is to construct a facility that can reasonably be tolled and is consistent with the functional classification of the corridor and sufficiently addresses safety, mobility and evacuation needs and sufficiently accommodates freight traffic along the Route 460 corridor between Petersburg and Suffolk, Virginia.									
SEIS Alternative Identification	2005 DEIS Alternative Identification	Alternative along New Corridor or Existing 460 Corridor	Total # of Lanes	Alternative Tolled or Not Tolled	Type of Access Control	Design Speed / Type of Median	Description		
Alternative 1 No-Build	No-Build	n/a	4	n/a	Entrance Permits	n/a	Includes projects listed in the Constrained Long Range Plan		
Alternative 2	CBA-1	New Corridor (south of existing)	4	tolled	Full Control	75-Median depressed	Rural principal arterial on new alignment, Four (4) lanes, Divided median (depressed), Nine (9) Interchanges (seven (7) intermediate & two (2) termini)		
Alternative 3	CBA-2	Existing + six (6) Bypasses	4	2a-not tolled 2b-bypasses tolled	Access Management- Existing Full Control Bypasses	75-Median Depressed (Bypasses) 60-Median Depressed (corridor alignment)	Rural principal arterial, Four (4) lanes on existing alignment, Divided median (raised), six (6) bypasses on new alignment to the north around Windsor, Zuni, Nor, Waverly, Wakefield, and Disputanta		
Alternative 4	CBA-3	New Corridor (north of existing)	4	tolled	Full Control	75-Median Depressed	Rural principal arterial on new alignment, Four (4) lanes, Divided median (depressed), Nine (9) Interchanges (seven (7) intermediate & two (2) termini)		
Alternative 5	n/a	Existing + six (6) Bypasses	8	not tolled	Access Management	60-Median Depressed (corridor alignment) 40-Median Raised (built up area)	Rural principal arterial on existing alignment, Four (4) lanes, Median Divided, Signalized and Unsignalized At-Grade Intersections and entrances.		
Alternative 6	n/a	Existing + six (6) Bypasses	8	tolled	Full Control	75-Barrier	Rural principal arterial, Four (4) lanes on existing alignment, Median divided (concrete barrier), local access provided by two (2) lane bi-directional local access roads located north and south. Includes six (6) bypasses on new alignment to the north around Windsor, Zuni, Nor, Waverly, Wakefield, and Disputanta and Eight (8) Interchanges (six (6) intermediate & two (2) termini)		

NOTE: No improvements to the portion of Route 460 within built-up areas for Alternatives 2 and 5

From: [Holma, Marc \(DHR\)](#)
To: [Hodges, Mary Ellen N. \(VDOT\)](#)
Cc: [Deem, Angel N. \(VDOT\)](#); [Baxter, Amanda](#)
Subject: Route 460 letter to review items discussed at 21 May meeting (2002-1760)
Date: Wednesday, June 25, 2014 8:39:27 AM

Mary Ellen,

I'm not sure if you are expecting a response from DHR on your 2 June letter regarding the review of items discussed at our 21 May meeting on the Route 460 project. However, if you are please accept this email as DHR's concurrence on VDOT's survey/resurvey methodology for the alternative alignments.

Sincerely,

Marc Holma



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Charles A. Kilpatrick, P.E.
Commissioner

July 3, 2014

Ms. Julie V. Langan, Director
Virginia Department of Historic Resources
ATTN: Mr. Marc Holma, Office of Review and Compliance
2801 Kensington Avenue
Richmond, Virginia 23221

Route 460 Corridor Improvement Project
VDOT Project: 0460-969-101, PE101; UPC: 100432
VDHR File No.: 2002-1760
Counties/City: Prince George, Sussex, Southampton, Isle of Wight, City of Suffolk
Funding: Federal

Dear Ms. Langan:

The Virginia Department of Transportation's last communication with your department in regard to this project was a letter dated June 2, 2014, in which VDOT reviewed our proposed methods for continuing to address the requirements of Section 106 of the National Historic Preservation Act as we prepared a Supplemental Environmental Impact Statement (SEIS) for the Route 460 Corridor Improvement Project. As you know, the Federal Highway Administration (FHWA), the U.S. Army Corps of Engineers (Corps), and the VDOT agreed in December 2013 to cooperate on the development of this SEIS for the purpose of updating the assessment of the environmental impacts of the project, examining additional alternatives, and providing the Corps the information it needs to complete its reviews for making a federal water quality permit decision for the project.

The SEIS will examine a No-Build Alternative and five build alternatives. Alternatives 1, 2, and 3 generally follow the build alternatives [CBA-1 (including Modified CBA-1), CBA-2, and CBA-3] examined in the Final Environmental Impact Statement (FEIS) completed for the project in 2008; and the corridor for Alternative 5 coincides with that of Alternative 2, although the typical section of Alternative 5 will be wider in some locations. Both Alternatives 2 and 5 follow the existing Route 460 alignment, but bypass the major towns along the existing highway. Alternative 4 follows the existing Route 460 alignment without bypassing these towns.

The purpose of this present letter is to provide your department and other Section 106 consulting parties the results of VDOT's efforts to identify above-ground (non-archaeological) historic properties that might be affected by the five SEIS build alternatives. As noted in our previous letter, VDOT completed efforts to identify above-ground historic properties for the Area of Potential Effects (APE) associated with most sections of Alternatives 1, 2, 3, and 5 between 2004 and 2007, during preparation of the 2008 FEIS. Lists of the technical reports covering these efforts and the architectural properties found to be located within the APE for these alternatives are provided, respectively, in Enclosures 1 and 2. The decisions previously reached in consultation with your department and other consulting parties regarding the National Register of Historic Places (NRHP) eligibility of each of the resources listed in Enclosure 2 can be found in the 2nd column to the left of the right edge of the spreadsheet.

Because your department's survey guidelines generally recommend that architectural resources documented more than five years ago may warrant re-evaluation, Sarah M. Clarke, cultural resources manager for VDOT's Richmond District, recently reviewed the technical reports listed in Enclosure 1 and V-CRIS documentation for each of the resources listed in the spreadsheet in Enclosure 2. Ms. Clarke is an architectural historian meeting the Secretary of the Interior's professional qualifications standards in that discipline. Based on Ms. Clarke's review, VDOT has concluded that the previous determinations of NRHP eligibility reached in consensus with your department are still appropriate for the resources listed in Enclosure 2. (The NRHP-eligibility of the Disputanta Training School, 074-5077, which remained unresolved as of 2008, is discussed further below.) Consensus determinations on the NRHP-eligibility of above-ground resources examined during the course of VDOT's efforts to reevaluate the 2008 FEIS were reached within the past five years and also should remain applicable (see the Oct. 2012 and Jan. 2014 reports listed in the second section of Enclosure 1).

VDOT's comparison of the five build alternatives that are being examined in the SEIS to the three candidate build alternatives examined in the 2008 FEIS indicated that the following sections of the new build alternatives had never been studied comprehensively for the purpose of identifying historic properties:

- Sections of Alternative 4 on the existing alignment that are within principal town areas previously bypassed by CBA-2;
- A section common to Alternatives 2 (2N, 2S) and 5 (5N, 5S) that varies from the previous alignment of CBA-2 in the area east of Wakefield (partly overlapping with Alternative 4);
- Sections of Alternatives 2 (2N, 2S) and 4 (5N, 5S) that bypass a portion of the Town of Windsor; and
- A section common to Alternatives 2 (2N, 2S) and 4 that follows the existing alignment (not previously part of CBA-2) between the eastern boundary of Isle of Wight County and the project eastern terminus in the City of Suffolk.

Earlier this year VDOT engaged the services of two consultants, Coastal Carolina Research and Stantec Consulting Services, Inc. (formerly Cultural Resources, Inc.) to survey the APE associated with each of these areas for above-resources and to assess the potential of these areas to contain significant archaeological sites. The survey for above-ground resources has been completed; the archaeological assessment is still being prepared.

The methodology employed in the survey for above-ground resources and the results are described in the report: *Architectural Survey for Route 460 Location Study Supplemental Environmental Impact Statement: Management Summary*, prepared by Coastal Carolina Research, with supporting documentation by Stantec Consulting Services, Inc, for Whitman, Requardt & Associates, LLP and the Virginia Department of Transportation, June 2014. With one exception, each of the resources covered in the survey has been documented in V-CRIS, your department's electronic database, in either a new or updated resource inventory form. Three copies of the management summary (two paper and one in PDF format), hard copies of the V-CRIS forms, as well as associated site plans and photographic documentation are being delivered to your department today under separate cover.

No V-CRIS form has yet been prepared for Coppahaunk Springs/Swamp, listed in the first row of Table 3 in the June 2014 management summary. VDOT will be consulting further with the Nottoway Indian Tribe of Virginia, Inc., who have indicated this resource is a sacred site to the tribe, to better understand and document the significance of the resource, the features that contribute to the resource's significance, and its boundaries. Depending on the boundaries of the cultural resource associated with Coppahaunk Swamp, the site may lie within the APEs for all five of the alternatives being examined in the SEIS.

VDOT has included as Enclosure 3 to this letter Tables 1, 2, and 3 from the June 2014 management summary, which list the 441 resources located within the APE associated with the sections of Alternatives 2, 4, and 5 examined in the recent survey. Three of these resources are already listed on the NRHP. The far right column in each table contains the recommendation of VDOT's consultant concerning the NRHP eligibility of the remaining resources. Please note that the primary resource associated with 18 previously recorded properties is no longer extant, and our consultants recommend that any secondary resources remaining on these properties are not NRHP-eligible. Several extant resources are recommended not eligible for the NRHP individually, but are recommended as contributing elements to historic districts that are recommended eligible for the NRHP.

VDOT has reviewed our consultant's recommendations and concurs with them, with the following two exceptions:

- Bank of Zuni (046-5219) -- Although our consultant has recommended this property eligible for the NRHP, the VDOT does not believe that the architectural resource is eligible for the NRHP under Criteria A, B, C, or D. VDOT finds that the Bank of Zuni is a diminutive brick building of a common design that lacks architectural distinction. There is no known association with important people or events. The property resource type is common, the design and workmanship undistinguished, and the materials stock.
- Disputanta Training School (074-5077) -- VDOT conducted a Phase II level study of this resource in 2004 (see *Cultural Resources Architectural Evaluation CBA 2 Interchange*, by Jennifer Stewart and Loretta Lautzenheiser, prepared by Coastal Carolina Research, Inc., for VDOT, Nov. 2004), but because the property ultimately was found not to lie within the project APE for CBA-1, CBA-2, or CBA-3, the VDOT never finalized a consensus determination on NRHP eligibility with your department. Based on their re-examination of the property for the present survey, our consultant recommends that Disputanta Training School lacks sufficient

significance and integrity to meet NRHP eligibility criteria. VDOT respectfully disagrees with this recommendation. We believe that the property played a significant role in the history of education in rural Prince George County as the first publicly-funded African-American school with an expanded curriculum of vocational training for secondary students. Although other educational buildings and facilities that once stood on the ultimate 5.15-acre property once held by the County are no longer extant, the surviving 1934 building, erected in association with the establishment of the training school, retains sufficient integrity to convey the significance of the site. The exterior of this building retains a high degree of integrity, and recent interior alterations appear, for the most part, to be reversible. Recommended NRHP boundaries enclose the extant 1934 building and the remains of the grassed front yard that contains the original pattern of semicircular walkways that extend from the entry doors on the front elevation of that building and meet at a central walkway extending toward Route 460 (see Enclosure 4).

Thus, as summarized in the table below, in the APE associated with the four sections of the SEIS build alternatives that were not previously surveyed during preparation of the 2008 FEIS, there are three properties (including one historic district) already listed on the NRHP, and VDOT finds that another fourteen properties (including two historic districts) are individually eligible for listing. One additional property is potentially eligible for the NRHP but requires further study. Several properties not included in the table below are not individually eligible for the NRHP but are contributing elements to historic districts that are already listed or that VDOT considers eligible.

<u>LISTED ON NRHP</u>		
046-0006	Isle of Wight Co.	Henry Saunders House
323-0003	Sussex Co.	Miles B. Carpenter House
323-5019	Sussex Co.	Waverly Historic District
<u>NRHP-ELIGIBLE</u>		
074-5077	Prince George Co.	Disputanta Training School
074-5249	Prince George Co.	House, 13526 Hines Road, Disputanta
091-0098	Sussex Co.	Drewry House
091-5098	Multiple Counties	Norfolk and Petersburg Railway; Norfolk and Western Railway
133-0100	City of Suffolk	Langford Farm
133-0101	City of Suffolk	Rountree Farm
133-0102	City of Suffolk	Pruden Farm
243-5012	Southampton Co.	T. L. Bain Store
320-0002	Sussex Co.	Wakefield High School
320-5078	Sussex Co.	Wakefield Historic District
323-5010, 323-5019-0047	Sussex Co.	Arnold/Holdsworth House
323-5031	Sussex Co.	House, 202 East Main Street, Waverly
328-5004	Isle of Wight Co.	Alexander Ashburn House
328-5010	Isle of Wight Co.	Windsor Historic District
<u>POTENTIALLY NRHP-ELIGIBLE</u>		
To be assigned	Sussex County	Coppahaunk Spring/Swamp

The VDOT invites your department to indicate your concurrence with these findings by completing the signature block below. Copies of this letter and the June 2014 management summary reporting on the findings of the recent survey are also being provided for review and comment to the two Virginia Indian tribes whom FHWA and VDOT have recognized as Section 106 consulting parties on the Route 460 project and to representatives of local government with jurisdiction over the project area.

VDOT would appreciate receiving your department's response and any comments these other parties may wish to provide within 30 days of receipt of this letter. I am available at the address above or may be reached by phone (804-786-5368) or email (ME.Hodges@VDOT.Virginia.gov) to answer any questions you or others may have about the project. Thank you for your assistance.

Sincerely,



Mary Ellen N. Hodges
Preservation Program District Coordinator

Enclosures 1-4

c. Edward S. Sundra, FHWA

Chief Lynette Allston, Nottoway Indian Tribe of Virginia
Chief Walt "Red Hawk" Brown, Cheroenhaka (Nottoway) Indian Tribe
Claire Jones, Comprehensive Planning Manager, City of Suffolk
Beverly Walkup, Director of Planning and Zoning, Isle of Wight County
Douglas Miles, Planning Manager/Zoning Director, Prince George County
Beth Lewis, Community Development Deputy Director, Southampton County
Andre M. Greene, Director of Planning and Zoning, Sussex County
Rhonda Russell Mack, Director, Surry County
William Savedge, Chairman, Planning Commission, Town of Wakefield
Walter J. Mason, Mayor, Town of Waverly
Dennis Carney, Planning and Zoning Administrator, Town of Windsor
Sandra L. "Sandy" Vick, Mayor, Town of Ivor

Route 460 Corridor Improvement Project

VDOT Project: 0460-969-101, PE101; UPC: 100432


VDHR File No.: 2002-1760

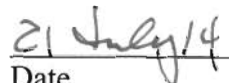
Counties/City: Prince George, Sussex, Southampton, Isle of Wight, City of Suffolk

The Virginia Department of Transportation (VDOT) concurs with its consultant's recommendations regarding the National Register of Historic Places (NRHP) eligibility of the cultural resources listed in Tables 1, 2, and 3 contained within Enclosure 3 of this letter, with two exceptions:

- VDOT finds the Bank of Zuni (046-5219) is not eligible for the NRHP; and
- VDOT finds that the Disputanta Training School (074-5077) is eligible for the NRHP.

The Virginia Department of Historic Resources concurs in VDOT's findings.


Julie V. Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer


Date

VDHR#2002-1760



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Charles A. Kilpatrick, P.E.
Commissioner

July 22, 2014

Mr. Marc Holma
Office of Review and Compliance
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Route 460 Corridor Improvements Project
VDOT Project: 0460-969-101, PE101; UPC: 100432
VDHR File No.: 2002-1760
Counties/City: Prince George, Sussex, Southampton, Isle of Wight, City of Suffolk
Funding: Federal

Dear Mr. Holma:

As you know, the Federal Highway Administration (FHWA), the U.S. Army Corps of Engineers (Corps), and the Virginia Department of Transportation (VDOT) agreed in December 2013 to cooperate on the development of a Supplemental Environmental Impact Statement (SEIS) for the Route 460 Corridor Improvements Project for the purpose of updating the assessment of the environmental impacts of the project, examining additional alternatives, and providing the Corps the information it needs to complete its reviews for making a federal water quality permit decision for the project. The SEIS will examine a No-Build Alternative and five build alternatives. Alternatives 1, 2, and 3 generally follow the build alternatives [CBA-1 (including Modified CBA-1), CBA-2, and CBA-3] examined in the Final Environmental Impact Statement (FEIS) completed for the project in 2008; and the corridor for Alternative 5 coincides with that of Alternative 2, although the typical section of Alternative 5 will be wider in some locations. Both Alternatives 2 and 5 follow the existing Route 460 alignment, but bypass the major towns along the existing highway. Alternative 4 follows the existing Route 460 alignment without bypassing these towns.

By letter dated July 3, 2014, VDOT provided your department and other Section 106 consulting parties the results of VDOT's efforts to identify above-ground (non-archaeological) historic properties that might be affected by the five SEIS build alternatives. The purpose of this letter is to convey the results of VDOT's recent efforts to assess the potential of the SEIS build alternatives to contain prehistoric- and historic-period archaeological sites meeting the eligibility

criteria of the National Register of Historic Places and, in particular, to identify archaeological sites (or the potential for an alternative to contain archaeological sites) that might be of historical significance or value to living communities for reasons other than their ability to yield important information about the past through archaeological data recovery. The latter types of sites have particular value for preservation in place and, among all archaeological site types, are most likely to influence highway location decisions.

The Area of Potential Effects (APE) for archaeological resources is the 500-ft planning corridor for each build alternative. VDOT completed an archaeological assessment of the Area of Potential Effects (APE) associated with most sections of SEIS Alternatives 1, 2, 3, and 5 in 2005, during preparation of the 2008 FEIS. [Intensive archaeological survey of the former Modified CBA-1 was conducted in 2006, after the Commonwealth Transportation Board selected a preferred alternative, and supplementary archaeological assessments and surveys and evaluation studies for Modified CBA-1 were conducted between 2006 and 2014 (see Enclosure 1 for a list of technical reports covering these efforts).] VDOT's comparison of the five build alternatives that are being examined in the SEIS to the three candidate build alternatives examined in the 2008 FEIS indicated that the following sections of the new build alternatives had never been assessed for their potential to contain significant archaeological resources:

- Sections of Alternative 4 on the existing alignment that are within principal town areas previously bypassed by CBA-2;
- A section common to Alternatives 2 (2N, 2S) and 5 (5N, 5S) that varies from the previous alignment of CBA-2 in the area east of Wakefield (partly overlapping with Alternative 4);
- Sections of Alternatives 2 (2N, 2S) and 4 (5N, 5S) that bypass a portion of the Town of Windsor; and
- A section common to Alternatives 2 (2N, 2S) and 4 that follows the existing alignment (not previously part of CBA-2) between the eastern boundary of Isle of Wight County and the project eastern terminus in the City of Suffolk.

The results of VDOT's archaeological assessment of these areas are contained in the report: *Archaeological Assessment for Route 460 Location Study Supplemental Environmental Impact Statement*, by Susan E. Bamann and J. Eric Deetz, Coastal Carolina Research (July 2014). Three copies of the report (two paper and one in PDF format) are being delivered to your department today under separate cover. Copies of this letter and the archaeological assessment report are also being provided to the two Virginia Indian tribes whom FHWA and VDOT have recognized as Section 106 consulting parties on the Route 460 project and to representatives of local government with jurisdiction over the project area.

VDOT would appreciate receiving any comments your department and these other parties may wish to provide on the archaeological assessment within 30 days of receipt of this letter. I am available at the address above or may be reached by phone (804-786-5368) or email (ME.Hodges@VDOT.Virginia.gov) to answer any questions you or others may have about the Route 460 Corridor Improvements Project.

Thank you for your assistance.

Sincerely,



Mary Ellen N. Hodges
Preservation Program District Coordinator

Enclosure

c. Edward S. Sundra, FHWA

Chief Lynette Allston, Nottoway Indian Tribe of Virginia

Chief Walt "Red Hawk" Brown, Cheroenhaka (Nottoway) Indian Tribe

Claire Jones, Comprehensive Planning Manager, City of Suffolk

Beverly Walkup, Director of Planning and Zoning, Isle of Wight County

Douglas Miles, Planning Manager/Zoning Director, Prince George County

Beth Lewis, Community Development Deputy Director, Southampton County

Andre M. Greene, Director of Planning and Zoning, Sussex County

Rhonda Russell Mack, Director, Surry County

William Savedge, Chairman, Planning Commission, Town of Wakefield

Walter J. Mason, Mayor, Town of Waverly

Dennis Carney, Planning and Zoning Administrator, Town of Windsor

Sandra L. "Sandy" Vick, Mayor, Town of Ivor

ENCLOSURE 1

Technical Cultural Resources Reports, Archaeological Resources, Previously Prepared in Relation to the Route 460 Corridor Improvements Study

Prepared in Relation to Original 2008 FEIS

Assessment Reports

Bamann, Susan E., Bill W. Hall, and Loretta Lautzenheiser

2005 *Route 460 Location Study. Archaeological Assessment.* Prepared by Coastal Carolina Research, Inc. for VDOT.

Phase I Reports

Bamann, Susan E., and Bill W. Hall

2006 *Archaeological Identification Survey, Candidate Build Alternative 1, Prince George and Sussex Counties, Virginia.* Prepared by Coastal Carolina Research, Inc. in association with Parsons, Brinckerhoff, Quade & Douglas, Inc. for VDOT.

Fugate, Thomas I.

2009 *Results of the Archaeological Identification Survey of Approximately 3.18 Miles of the Proposed Route 460 PPTA Project in Isle of Wight and Southampton Counties and Supplemental Evaluation Testing at Site 44PG0504 in Prince George County, Virginia.* Prepared by Gray & Pape, Inc. for VDOT.

McDonald, Brad

2008 *Results of the Archaeological Identification Survey of Approximately 6.06 Miles of the Proposed Route 460 PPTA Project, Isle of Wight and Southampton Counties, Virginia.* Letter from Brad McDonald, Gray & Pape, Inc., to Ken E. Stuck, VDOT, October 17, 2008.

Tippett, Lee, Megan Rupnik, and Daniel W. Gregory

2006 *Archaeological Survey, Route 460 Location Study, Sussex, Southampton, and Isle of Wight Counties and City of Suffolk, Virginia.* Prepared by the Louis Berger Group, Inc. for VDOT.

Phase II Reports

Bamann, Susan E., Dawn Bradley, Patricia Samford, Bill Hall, and Laura Seifert

2007 *Cultural Resources Archaeological Evaluation, Candidate Build Alternative 1.* Prepared by Coastal Carolina Research, Inc. in association with Parsons, Brinckerhoff, Quade & Douglas, Inc. for VDOT.

Gregory, Danny, Megan Rupnik, and Eric Voigt

2007 *Archaeological Survey of Site 44SK0514 and Archaeological Evaluation of Site 44SK0513, Route 460 Location Study, City of Suffolk, Virginia.* Prepared

by the Louis Berger Group, Inc. for VDOT.

Monroe, Elizabeth J. and David W. Lewes

2006 *An Archaeological Evaluation of Site 44SN0254, Southampton County, Virginia*. Prepared by the William and Mary Center for Archaeological Research for VDOT.

Prepared in Relation to Reevaluation of 2008 FEIS

Bamann, Susan E., J. Eric Deetz, Lindsay N. Flood, and D. Allen Poyner

2014 *U.S. Route 460 Reevaluation of FEIS and ROD, Intersection with Route 58, City of Suffolk, to Intersection with I-295, Prince George County, Virginia. Archaeological Assessment*. Prepared by Coastal Carolina Research, Inc. for VDOT.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Charles A. Kilpatrick, P.E.
Commissioner

July 22, 2014

Mr. Marc Holma
Office of Review and Compliance
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Route 460 Corridor Improvements Project
VDOT Project: 0460-969-101, PE101; UPC: 100432
VDHR File No.: 2002-1760
Counties/City: Prince George, Sussex, Southampton, Isle of Wight, City of Suffolk
Funding: Federal

Dear Mr. Holma:

By letter dated July 3, 2014, the Virginia Department of Transportation (VDOT) provided your department and other Section 106 consulting parties the results of VDOT's efforts to identify above-ground (non-archaeological) historic properties that might be affected by the five build alternatives that are being examined in the Supplemental Environmental Impact Statement we are currently preparing for the Route 460 Improvements Project in conjunction with the Federal Highway Administration (FHWA) and the U. S. Army Corps of Engineers. It recently has come to VDOT's attention that a cemetery that extends into the Area of Potential Effects for direct effects on Alternative 2 was overlooked in the survey VDOT conducted in May and June of this year. VDOT's consultant, Coastal Carolina Research, Inc., surveyed and completed a V-CRIS form for the cemetery late last week. You will be receiving a hard copy of the V-CRIS form, a site plan, and photographic documentation for the cemetery under separate cover today.

Mt. Zion Cemetery (VDHR Inventory No. 133-5466) is located on the northwest side of Route 643 (Kings Fork Road) in the City of Suffolk, just southeast of the intersection of Route 643 and Route 460 (Pruden Boulevard). The cemetery appears to be of African-American cultural affiliation. It contains approximately 219 burials with death dates ranging from 1926 to 2013. VDOT agrees with the recommendations of our consultant that Mt. Zion Cemetery does not meet National Register of Historic Places (NRHP) Criteria A, B, C, or D, nor is it eligible for the NRHP under Criteria Considerations C or D.

VDOT invites your department to indicate your concurrence with this finding by completing the signature block below. Copies of this letter are also being provided for review and comment to the two Virginia Indian tribes whom FHWA and VDOT have recognized as Section 106 consulting parties on the Route 460 project and to representatives of local government with jurisdiction over the project area. VDOT would appreciate receiving your department's response and any comments these other parties may wish to provide within 30 days of receipt of this letter.

I am available at the address above or may be reached by phone (804-786-5368) or email (ME.Hodges@VDOT.Virginia.gov) to answer any questions you or others may have about the Route 460 Improvements Project. Thank you for your assistance.

Sincerely,



Mary Ellen N. Hodges
Preservation Program District Coordinator

- c. Edward S. Sundra, FHWA
Chief Lynette Allston, Nottoway Indian Tribe of Virginia
Chief Walt "Red Hawk" Brown, Cheroenhaka (Nottoway) Indian Tribe
Claire Jones, Comprehensive Planning Manager, City of Suffolk
Beverly Walkup, Director of Planning and Zoning, Isle of Wight County
Douglas Miles, Planning Manager/Zoning Director, Prince George County
Beth Lewis, Community Development Deputy Director, Southampton County
Andre M. Greene, Director of Planning and Zoning, Sussex County
Rhonda Russell Mack, Director, Surry County
William Savedge, Chairman, Planning Commission, Town of Wakefield
Walter J. Mason, Mayor, Town of Waverly
Dennis Carney, Planning and Zoning Administrator, Town of Windsor
Sandra L. "Sandy" Vick, Mayor, Town of Ivor

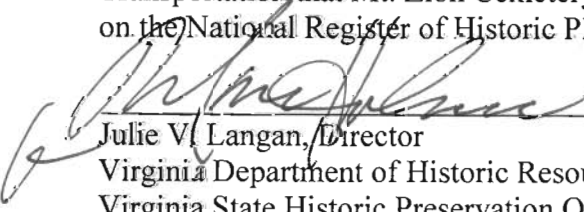
Route 460 Corridor Improvement Project

VDOT Project: 0460-969-101, PE101; UPC: 100432

VDHR File No.: 2002-1760

Counties/City: Prince George, Sussex, Southampton, Isle of Wight, City of Suffolk

The Virginia Department of Historic Resources concurs with the Virginia Department of Transportation that Mt. Zion Cemetery (133-5466) does not meet the eligibility criteria for listing on the National Register of Historic Places.



Julie V. Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

25 AUG 14
Date

2002-1760

From: [Holma, Marc \(DHR\)](#)
To: [Hodges, Mary Ellen N. \(VDOT\)](#); [Deem, Angel N. \(VDOT\)](#)
Subject: Rt. 460 improvement project (2002-1760)
Date: Monday, August 25, 2014 3:29:47 PM

Mary Ellen and Angel,

Below are our comments in response to your 22 July 2014 letter on the above referenced project.

DHR has reviewed the *Archaeological Assessment for Route 460 Location Study Supplemental Environmental Impact Statement* prepared by Coastal Carolina Research and accepts the characterization of archaeological potential of the five previously unassessed alternative areas. We look forward to reviewing the results of archaeological survey of these five areas.

Sincerely,

Marc



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Charles A. Kilpatrick, P.E.
Commissioner

September 2, 2014

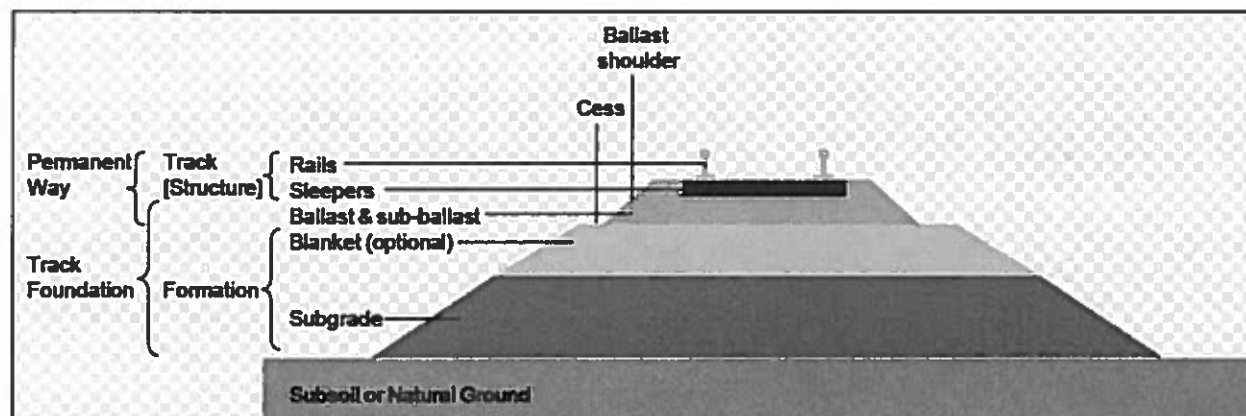
Mr. Marc Holma
Office of Review and Compliance
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Route 460 Corridor Improvements Project
VDOT Project: 0460-969-101, PE101; UPC: 100432
VDHR File No.: 2002-1760
Counties/City: Prince George, Sussex, Southampton, Isle of Wight, City of Suffolk
Funding: Federal

Dear Mr. Holma:

VDOT has recently recognized the need to define explicitly the historic property boundaries of the Norfolk and Petersburg Railroad (091-5098) for the purposes of completing Draft SEIS and Section 4(f) documentation for the Route 460 Improvements project. In your agency's February 2005 determination that the Norfolk and Petersburg Railroad (091-5098) is eligible for the National Register of Historic Places, you noted: "Although the rail line has undergone many alterations throughout its history ..., the original circa 1858 corridor still remains." You also noted that the corridor represented an engineering marvel at the time of its construction as the longest stretch of straight track in the United States (letter from Marc Holma, DHR, to John E. Wells, VDOT, dated February 22, 2005).

A description of the railroad written while under construction 1854-1858 indicates that the railroad was centered within a 100-ft-wide cleared right of way. Although only a single track was originally constructed, the track ballast and formation (see diagram below) was made sufficiently wide to accommodate the eventual construction of a second track (V-CRIS form for DHR Resource No. 091-5098).

Diagram: Section through railway track and foundation.

(Source: [http://en.wikipedia.org/wiki/Track_\(rail_transport\)](http://en.wikipedia.org/wiki/Track_(rail_transport)))

VDOT examined current tax parcel maps available in online GIS applications for some of the localities along the Norfolk and Petersburg Railroad line in order to determine if the current railroad right of way and the positioning of the rail bed within it correspond to historical descriptions of the original engineering of the railway. We found, however, that the width of the current railroad right of way varied greatly along the line, sometimes including considerable property seemingly serving no railroad function. In many areas, even some where the right of way is 100 feet wide, the rail bed is not centered within the right of way. For these reasons, we do not believe it would be appropriate to use the current railroad right of way boundary as the historic property boundary. Because the rail bed is not always centered within the current railroad right of way, defining the historic property boundary as a 100-ft-wide corridor centered on the existing road bed is likely to incorporate portions of many non-railroad properties within the historic property boundary.

We have reasoned that the position of the rail bed itself and the underlying track foundation (the ballast and formation, i.e. all man-made structures below the tracks) is likely to have been fairly stable over time because of the initial engineering goal of achieving a straight track and a desire to minimize labor and costs involved in maintaining and upgrading the railroad over the years. Thus, the best modern approximation of the original railroad corridor likely would be a corridor whose width extends from the base of the track foundation on one side of the railroad tracks to the base of the track foundation on the other side of the tracks. Because of the topography of the southeastern Virginia Coastal Plain along the railroad line, a corridor defined in this manner is likely to capture most, if not all areas along the corridor where the original landscape was engineered to accommodate the railroad. A quick review of the railroad line on U.S.G.S. 7.5 minute series topographic maps suggests that the grade of the railroad was largely established by the elevation of the broad flat terraces which characterize the Coastal Plain topography, with fill added to the track formation to achieve matching elevations as the rail line runs across the sections of ground dissected by small rivers, streams, and swamps.

VDOT would propose, then, that for the application of Section 106 to the Route 460 project, the historic property boundaries of the Norfolk and Petersburg Railroad be defined as a corridor

whose width extends from the base of the existing track foundation on one side of the existing railroad tracks to the base of the existing track foundation on the other side of the tracks. If we apply this definition to a specific section of the railroad in the field and find that the boundary does not appear to capture all areas where the natural landscape was engineered (e.g. cut) to accommodate the railroad line during its initial construction, VDOT will consult further with your agency to refine the historic property boundaries in this area to include appropriate contributing features.

VDOT invites your department to indicate your concurrence with this approach for application to the Route 460 Improvements project by completing the signature block below and returning the original signature to my attention. You may reach me at the address above or by phone (804-786-5368) or email (ME.Hodges@VDOT.Virginia.gov) if you have questions or would like to discuss this issue further.

Thank you for your assistance.

Sincerely,



Mary Ellen N. Hodges
Preservation Program District Coordinator

.....

The Virginia Department of Transportation (VDOT) and the Department of Historic Resources (DHR) agree that for the purposes of applying Section 106 of the National Historic Preservation Act (16 U.S.C. 470f; 36 CFR Part 800) to the Route 460 Improvements project, the historic property boundaries of the Norfolk and Petersburg Railroad (091-5098) are defined as a corridor whose width extends from the base of the existing track foundation on one side of the existing railroad tracks to the base of the existing track foundation on the other side of the tracks. If VDOT applies this definition to a specific section of the railroad in the field and finds that the boundary does not appear to capture all areas where the natural landscape was engineered (e.g. cut) to accommodate the railroad line during its initial construction, VDOT will consult further with DHR to refine the historic property boundaries in this area to include appropriate contributing features.



Julie V. Langan, Director, DHR
State Historic Preservation Officer

8 Sept 14
Date

2002-1760

From: [Baxter, Amanda](#)
To: [Parks, Caleb](#)
Subject: FW: Big Woods Timber Management
Date: Monday, July 14, 2014 7:24:45 AM
Attachments: [BWSF Management plan.doc](#)

Please file in agency correspondence

thanks

From: Smizik, Scott (VDOT) [mailto:Scott.Smizik@vdot.virginia.gov]
Sent: Monday, July 14, 2014 7:20 AM
To: Baxter, Amanda
Cc: Deem, Angel N. (VDOT)
Subject: FW: Big Woods Timber Management

For the file

From: Gaston, Dennis C. (DOF)
Sent: Wednesday, July 09, 2014 3:42 PM
To: Smizik, Scott (VDOT)
Subject: Big Woods Timber Management

Scott,

I've attached our Forest Management Plan in case you want something more in depth, but for the next ten-year management cycle (2011-2014) the timber harvest plan at Big Woods State Forest in Sussex County boils down to this:

- Harvest 427 acres of loblolly pine in the following manner: Harvest 211 acres of loblolly pine 40-49 years old, 71 acres of loblolly 30 to 39 years old and 146 acres of loblolly pine 20-29 years old.
- Accomplish 734 acres of first thinning in loblolly pine 10 -19 years old, and 713 acres of first thinning in loblolly pine 20 – 29 years old.

In the last three years we have:

- Accomplished 950 acres of pine thinning
- Harvested 28 acres of mature pine
- Sold 88 acres of mature pine (not yet cut)
- Have another 30 acres of mature pine ready for sale

We are faced with the task of spreading out the age classes on the forest so that we can have a more even distribution of age classes. We are also trying to increase the acreage of hardwood types on the property since we acquired it with little to no hardwood habitats.

Of course, all the timber sales are followed by some type of reforestation effort that enables us to create a sustainable cutting cycle that essentially never ends.

If you have any other questions, please contact me.

Dennis Gaston

Virginia Department of Forestry

State Forest

11301 Pocahontas Trail

Providence Forge, VA 23140

(804) 966-2201 office

(804) 840-5493 cell

(804)966-9801 fax

Email: dennis.gaston@dof.virginia.gov

Web: www.dof.virginia.gov



DEPARTMENT OF
PLANNING & COMMUNITY DEVELOPMENT

Division of Planning

CITY OF SUFFOLK

441 MARKET STREET, POST OFFICE BOX 1858, SUFFOLK, VIRGINIA 23439-1858
PHONE: (757) 923-3650 FAX: (757) 539-7693

12

February 4, 2014

Ms. Angel Deem
VDOT Environmental Project Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Dear Ms. Deem:

In response to your letter dated January 8, 2014, the City of Suffolk offers the following comments on changes to its land use patterns and zoning. The City is in the process of updating its 2026 Comprehensive Plan and anticipates adopting the new plan in spring 2014. The updated plan will continue to acknowledge the proposed alignment of U.S. Route 460 and will include policies designed to allow the City to respond to any changes in the development of the new corridor. No land use changes based on the proposed alignment are anticipated at this time; however, the Suffolk City Council has not yet considered or adopted the revised plan. Additional revisions could be made during the adoption process.

While some changes may be made to the City's Unified Development Ordinance based on the updated comprehensive plan, none are currently planned. Rezoning is handled on a case-by-case basis and reviewed for consistency with the adopted comprehensive plan. No change to this procedure is anticipated.

Should you have any questions pertaining to this matter, please do not hesitate to contact me at (757) 514-4060.

Respectfully,

Claire Jones, AICP
Comprehensive Planning Manager

cc: Scott Mills, AICP, Director of Planning and Community Development



13

**DEPARTMENT OF COMMUNITY DEVELOPMENT
PLANNING - BUILDING INSPECTIONS - ZONING**

February 4, 2013

Angel Deem
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219



RE: Supplemental Environmental Impact Statement for US Route 460

Dear Ms. Deem:

In response to your letter of January 8, 2014 requesting comments regarding transportation needs, environmental resources, and other relevant factors, please accept the following comments from Southampton County.

At their regular meeting on January 24, 2014, the Southampton County Board of Supervisors heard a presentation from Phillip Rinehart, the Route 460 Project Manager. At that meeting, the Board of Supervisors adopted a resolution stating the following:

"That the board takes a position to ensure that if the proposed Route 460 road project goes forward, to ensure that it's done in an environmentally responsible way, and that VDOT gives more consideration to its impact on the lives of Southampton County residents."

There continue to be grave concerns from the residents of Southampton County regarding the number of roads that are planned to end in cul-de-sacs, dividing Century Farms and long-established communities, severely impacting access to churches that have served the community since the early 1800's, and causing families to travel eight to ten miles around US 460 to tend to portions of their farms on opposite sides of the road. It is requested that impacts such as these be more thoroughly studied in this review period.

The Southampton County Planning Commission is updating the County's Comprehensive Plan, and the Ivor area has been a topic of discussion. The potential impacts, both positive and negative, of the planned US 460 route have been discussed. The maps for the updated Plan are in preparation through the Hampton Roads Planning District Commission and will undergo further study, public meetings, and public hearings prior to adoption and are subject to change. However, the Planning Commission, at their March 2013 meeting, made a preliminary recommendation that the area between the current US 460 and the planned US 460 have a Plan designation of Employment Center. The Employment Center designation is a new designation proposed for the updated Plan, and its definition is proposed as follows:

The Employment Center designation encompasses property adjoining or in near proximity to transportation routes. The designation includes industrial and manufacturing uses, compatible office and commercial uses, and limited medium density residential uses in the outlying areas of the district. The Employment Center areas are located along existing and planned transportation corridors, including US 460, the planned US 460 Expressway, US 58, US 671, and rail corridors. This area is designed to attract public and private infrastructure investment. General industrial and resource extraction operations are included in this designation. Business park-type development, with light industrial, research and development, warehousing, and office uses in a campus-like setting is included, as well as commercial enterprises that support the industrial and office development and the surrounding area. The need for municipal services is dependent on the type of development planned,

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DEPARTMENT OF COMMUNITY DEVELOPMENT
207 WEST SECOND AVENUE, FRANKLIN VIRGINIA 23851
OFFICE: 757-562-8580 FAX: 757-562-0870

and extension of those services may be borne by the developer. This designation allows outdoor storage of materials as part of an industrial or resource extraction operation, but outdoor storage such as a vehicle salvage operation is not included. Institutional uses are generally limited, except uses that directly serve the industrial and office uses in the district, such as fire stations, day care centers, and vocational schools. Medium density residential uses may be appropriate near the boundaries of the Employment Center areas that abut similar development outside of the area.

This proposed district would encompass the entire area in Southampton County between the current and the planned US 460 except for the areas that have already-developed single family residential uses. The Planning Commission discussion included that they felt it not prudent to encourage further residential development between two highways. It was discussed, however, that amendments to the Zoning Ordinance to permit the replacement of existing homes in the case of their destruction should be made so that long-standing families could replace their homesteads if they were destroyed. It was also discussed that potentially installing the Commercial Plan designation at the proposed interchange to be located near Ivor Road and Boothe Road would permit the development of businesses serving the travelling public.

Discussion also took place concerning extending the Employment Center designation perhaps a half-mile or a mile south of the proposed US 460 may be appropriate, but no consensus was reached. The Planning Commission members understand it is likely the Commonwealth Connector will be built and they felt it was prudent to have a plan in place to encourage the type of development the County wants, rather than accept what someone wished to thrust upon it.

If I can provide any further information, please contact me at 757.562.1003.

Sincerely,


Beth Lewis, AICP

Community Development Deputy Director

FRANKLIN – SOUTHAMPTON
DEPARTMENT OF COMMUNITY DEVELOPMENT
207 WEST SECOND AVENUE, FRANKLIN VIRGINIA 23851
OFFICE: 757-562-8580 FAX: 757-562-0870



COUNTY of ISLE OF WIGHT

THE COURTHOUSE

14



February 5, 2014

Angel Deem, VDOT Environmental Project Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Project: Supplemental Environmental Impact Statement (SEIS) for the US Route 460 Location Study, Isle of Wight County
VDOT Project number: 0460-969-101, P101; UPC: 56638

Dear Ms. Deem

The Planning and Zoning Department for Isle of Wight County received your request for information on Land Use and Transportation Planning with regard to the SEIS for the US Route 460 Location Study on January 13, 2014.

In addition to providing comments below, the County would like to take this additional opportunity to state its full support for the Proposed Commonwealth Connector as a conduit for economic development and public safety. The completion of this project will not only serve to provide a more safe and efficient evacuation and return route in the event of a major natural disaster impacting Hampton Roads and portions of North Carolina, but will create opportunities for the continued growth and expansion of Virginia's business industry.

The County's comments are as follows:

- Unfortunately, in the past, the existing US Route 460 has experienced significant flooding that has negated its ability to provide safe passage for resident and tourist evacuees. It is imperative that US Route 460 be upgraded to provide a reliable, accessible evacuation route for residents and employees attempting to exit Hampton Roads and northeastern North Carolina in a safe and timely manner. The County believes that the design and construction of the Commonwealth Connector will adequately facilitate this effort.
- As Virginia seeks to diversify its economy in light of the reduction in defense-related spending, providing forward-thinking infrastructure such as the Commonwealth Connector can create opportunities for economic development seeking to reduce transportation costs as well as facilitate access to the Ports of Virginia and the global marketplace. It will serve as an important economic development driver by providing faster and more efficient access to the Ports of Virginia and Interstate 95, strengthening Virginia's economic positioning against other competing ports.

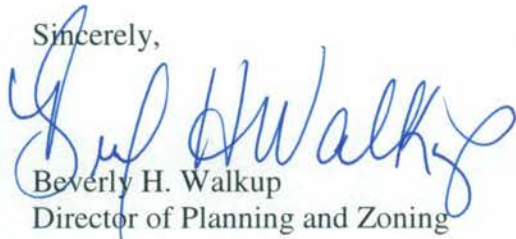
- The County believes the Proposed Candidate Build Alternate 1 alignment to be the preferred alignment for land use and transportation planning efforts within the County, the Hampton Roads Region, and the Commonwealth of Virginia. It is also important to note that Isle of Wight County has planned for the benefit and impacts of this alignment and began depicting the preferred Alternate 1 alignment in the County's 2008 Comprehensive Land Use Plan, since the Environmental Protection Agency's initial record of decision.
- The proposed interchange for Alternative 1 connecting with Route 258, a major north/south arterial in the County, offers the most direct economic development opportunity in support of the users of the County's Shirley T. Holland (STH) Intermodal Park located within a mile of the interchange, as well as property owned by Norfolk Southern Railway situated in the County adjacent to STH. The County is currently in the process of revising its Comprehensive Land Use Plan, which includes revisions for the continued development of the STH Intermodal Park and adjacent land owned by Norfolk Southern. STH is bisected by the Alternate 1 alignment, and the Norfolk Southern rail line from which a future rail spur is proposed to be constructed in support of additional development in the STH Intermodal Park and the adjacent Norfolk Southern property. We believe maintaining cross access for both vehicular and rail in the area of Tyler Drive (Rt. 608) and Old Suffolk Road (Route 607) for continued development of these important industrially designated lands is vital to the economic success of STH. In addition we believe the ability to access the Proposed Commonwealth Connector from within the park, specifically on-ramp facilities, would be a tremendous asset to both properties. (See attached exhibit.)
- Do to the rural agricultural nature of portions of the lands within the County that will be traversed by Alignment 1, including a County Agricultural and Forestal District, the County is concerned that major farm tracts may be broken into pieces. If agricultural fields are divided and farmers can't easily access both pieces this will result in some areas no longer being viable for agriculture, and a degradation of the important agricultural assets of the County. Therefore, the County recommends where possible that Alignment 1 be elevated particularly within the area of the Agricultural and Forestal District to allow for cross access. (See attached map.)
- Isle of Wight County adopted a Route 258 Corridor Study prepared by VDOT in 1994 which addresses the need for Route 258 to cross the existing US Route 460 in a safer and more efficient manner in light of the close proximity of this intersection to the Norfolk Southern railroad crossing on Route 258. This plan includes a Route 258 Bypass road around the western edge of the Town of Windsor which would tie back in near the proposed interchange for the Alternative 1 alignment. The County requests that design of the Commonwealth Connector accommodate the recommended new alignment of Route 258 in Isle of Wight County contained in the Route 258 Corridor Study. The County understands construction of the new bypass around the existing Route 258 and US Route 460 intersection in the Town of Windsor is not part of the scope of the Commonwealth Connector project; however, the County requests that the design of the Alternate 1 alignment not preclude the possibility for a future bypass at this location. The County

believes at a minimum the proposed interchange for Alternative 1 should be spaced sufficiently to allow for the future construction of this Route 258 Bypass, and its reconfiguration with considerations for future geometry needs. You can see the plan in question here: <http://www.co.isle-of-wight.va.us/planning-and-zoning/long-range-planning/transportation-planning/route-258-corridor-study/>.

- The County has concerns about how the proposed interchange (on- and off-ramps) for Alternative 1 will be affected by traffic backups caused by the Norfolk Southern railroad crossing to the north of the proposed interchange. Currently this crossing can result in significant backups due to train traffic. Going forward, train trips are anticipated to increase; combined with projected growth in vehicle trips from the County's intermodal park, and vehicles exiting the Proposed Commonwealth Connector at the proposed interchange. The County believes there is potential for significant conflict and congestion in this area at peak travel times. These backups could pose safety concerns as well as Emergency Response issues.

Should you have any questions pertaining to these comments please contact me at 757-365-6210 or by email at bwalkup@iwus.net, or you may contact Richard Rudnicki at 757-365-6276 or by email at rrudnicki@iwus.net.

Sincerely,

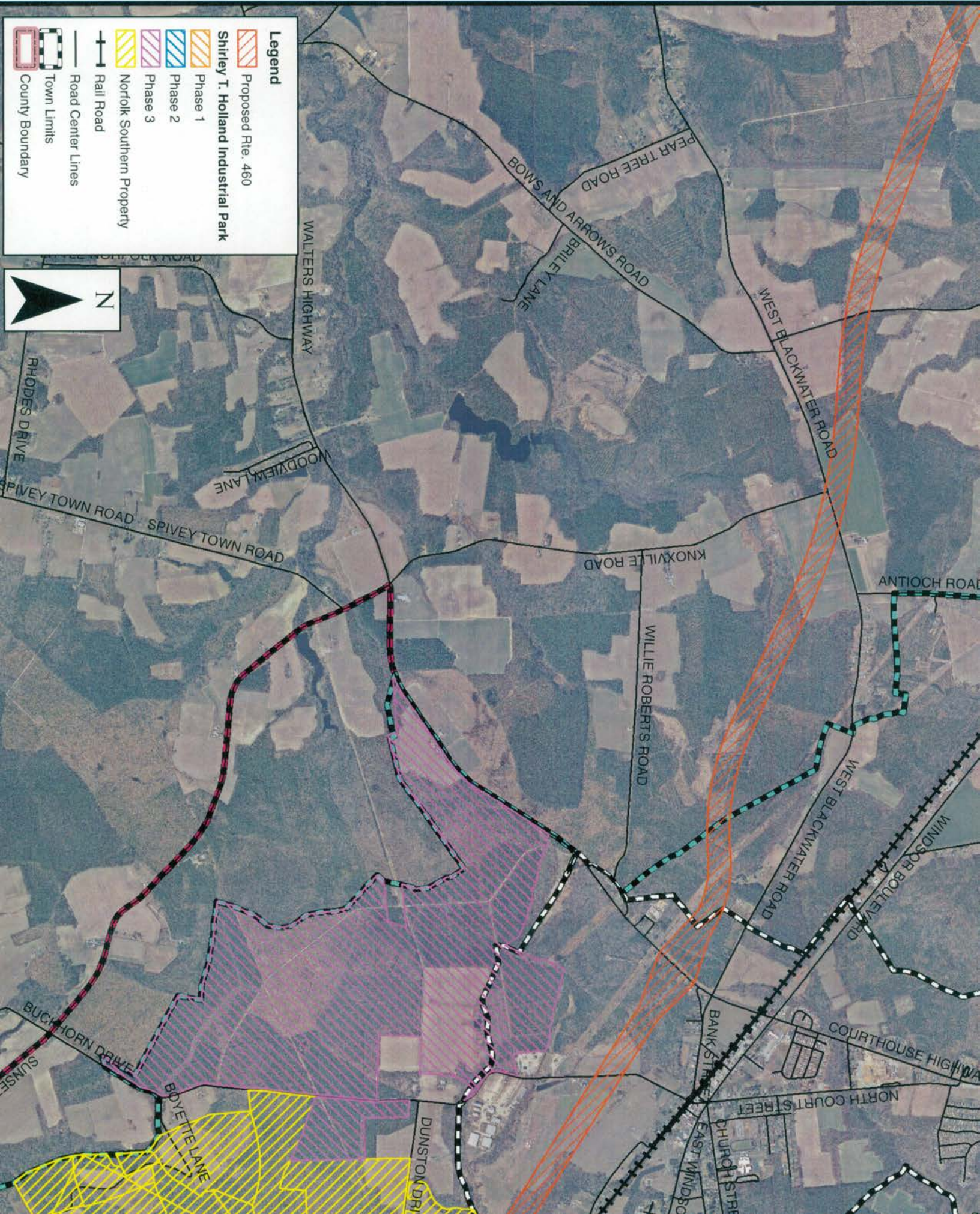


Beverly H. Walkup
Director of Planning and Zoning

Attachment(s):

1. Agricultural/Forestal Districts Map
2. Shirley T. Holland/Norfolk Southern Property Map

Cc: Anne Seward, County Administrator
Lisa Perry, Director of Economic Development
Frank Haltom, Director of General Services



Legend

Agricultural Districts

COURTHOUSE

KNOXVILLE

LONGVIEW

Road Center Lines

Proposed Rte. 460

Towns

Development Service Districts

County Boundary



From: [Deem, Angel N. \(VDOT\)](#)
To: [Smizik, Scott \(VDOT\)](#); [Baxter, Amanda](#)
Subject: Fw: US Route 460 Study - VDOT Comments Request
Date: Thursday, February 20, 2014 1:01:50 PM

From: Douglas Miles [mailto:DMiles@princegeorgecountyva.gov]
Sent: Thursday, February 20, 2014 12:37 PM
To: Deem, Angel N. (VDOT)
Cc: Jeff Stoke <JStoke@princegeorgecountyva.gov>
Subject: US Route 460 Study - VDOT Comments Request

Good Afternoon Angel Deem:

Please be advised that the 2012 Comprehensive Plan Update that was adopted on February 26, 2013

is our most current update and as you stated does contain the US Route 460 Corridor project in our Plan. We are required now to coordinate all of our Transportation Plan changes through the Crater Planning District Commission in Petersburg with this being a VDOT mandated planning requirement. We have no further plan changes scheduled or any additional comments on the US Route 460 Project.

Sincerely,

Douglas C. Miles, CZA
Zoning Administrator and Planning Manager
Prince George County Community Development
Post Office Box 68 (US Mail) / 6602 Courts Drive
Prince George, Virginia 23875-0068
Planning Division (804) 722-8678
dmiles@princegeorgecountyva.gov
www.princegeorgecountyva.gov

"A global community where families thrive and businesses prosper"

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**DEPARTMENT OF COMMUNITY DEVELOPMENT
PLANNING - BUILDING INSPECTIONS – ZONING**

April 17, 2014

Route 460 Funding Corporation of Virginia
7025 Harbour View Boulevard
Suite 119
Suffolk, VA 23435-2761

RE: VDOT Project 0460-969-007, P101,R201,C501

To Whom It May Concern:

Please find our response to the agenda topics list delivered to my office April 9, 2014.

1. Does your current/future land use plan incorporate Route 460?

Yes, the Southampton County Comprehensive Plan as adopted in March 2007 includes a line labeled as "Route 460 (proposed)". The County is in the process of updating the Comprehensive Plan, and the updated Plan, with mapping underway by the Hampton Roads Planning District Commission (HRPDC), includes the same Route 460 notation in the same location as was shown on the 2007 version of the Plan. The mapping that is now in production will include the most recent location of the line as provided by VDOT, per Sara Kidd of HRPDC, who is preparing the maps. That appears to be closest to Alternative 1.

2. What will change in your future land use plan if a new Route 460 is not built?

Alternative 1 is in the approximate location of the noted proposed Route 460 on the current and proposed Plan maps. The current (2007 version) Plan did not include any land use decisions based on the location of the proposed roadway, so the current Plan would not change except to remove the line from the map if Alternative 1 is not built.

If Alternative 2, 3, 4, 5 and "no build" are not built, no changes would take place on the current Plan map. The Plan in preparation now suggests changes to the Land Use Plan designation in the area between the current US 460 and Alternative 1 so as to encourage commercial and industrial uses between the two highways, and to discourage residential development. If the "No Build" alternative is taken, changes to the proposed Plan maps now in production would most likely be suggested so as not to indicate commercial and industrial uses south of the current 460, since there would be no need to discourage residential development when the area would no longer be between two highways.

3. What land use is reasonably foreseen for each of the alternatives?

Should Alternative 1, the one that has appeared on our Plan maps since at least 2007, be built, the proposed Plan map under preparation now includes a designation of "Employment Center" for much of the area between the current 460 and the proposed 460, as well as an alternative that maps the "Employment Center" designation for up to a mile south of the proposed 460 as well. The proposed Employment Center designation, in the Plan text now in review by the Planning Commission, is defined as follows:

"The Employment Center designation encompasses property adjoining or in near proximity to transportation corridors, including US 460, the planned US 460 Expressway, US 58, US 671, and rail

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207 WEST SECOND AVENUE, FRANKLIN VIRGINIA 23851
OFFICE: 757-562-8580 FAX: 757-562-0870

corridors. This designation includes industrial and manufacturing uses, compatible office and commercial uses, and limited medium density residential uses in the outlying areas of the district. The Employment Center areas are designed to attract public and private infrastructure investment. General industrial and resource extraction operations are included in this designation. Business park-type development, with light industrial, research and development, warehousing, and office uses in a campus-like setting is included, as well as commercial enterprises that support the industrial and office development and the surrounding area. The need for municipal services is dependent on the type of development planned, and extension of those services may be borne by the developer. This designation allows outdoor storage of materials as part of an industrial or resource extraction operation, but outdoor storage such as a vehicle salvage operation is not included. Institutional uses are generally limited, except uses that directly serve the industrial and office uses in the district, such as fire stations, day care centers, and vocational schools. Medium density residential uses may be appropriate near the boundaries of the Employment Center areas that abut similar development outside of the area.”

The proposed Plan map also indicates the designation of the area around the proposed interchange near the intersection of Ivor Road and Boothe Road as being included in the Commercial land use designation to permit the development of the typical commercial enterprises found at interchanges. **It’s important to note that the proposed Plan maps are still in preparation and have had no review by the Planning Commission, the public, or the Board of Supervisors, so taking these designations as definitive is extremely premature.**

As far as the remaining alternatives, it may be expected that some sort of employment center and/or commercial designations may be considered between the current and any new 460, again so as not to encourage residential development between two highways. It is not possible to speculate at this point.

However, Alternative 5, increasing the current 460 to eight lanes could, depending on how much right-of-way exists now and how much additional right-of-way would be required, may have a large impact on the existing businesses along 460. What land uses could be foreseen along an eight-lane 460 that would eliminate many of the existing businesses is unknowable at this point. Would there be an interchange? Where would it be located? Should additional right-of-way be required, would it be taken evenly along both side of the existing 460, or would it be impacted by the location of the railroad on one side? Since I have not seen the eight-lane scenario prior to our meeting on April 9, I have no way to speculate as to the impacts or what land uses may be foreseen.

4. Have you accepted proffers from developers based on your land use assumptions related to Route 460? No
5. Have you changed zoning based on your land use assumptions related to Route 460? No
6. Have you made any infrastructure improvements related to these areas? No
7. Major development within the last 25 years in this area:
 - Curtis Contracting, 20 acre asphalt plant, 33080 General Mahone Boulevard, Wakefield, 2012
 - Pines of Ivor residential subdivision, Ashleigh Drive, 35 lots, 2005
 - Ivor Medical Center/dental center physician office, 8575 Ivor Road, Ivor, 2009
 - County trash collection site, 36249 General Mahone Boulevard (1 of 16 in the County)
 - Crop Production Services, 12 acre seed/fertilizer facility, 34460 General Mahone Boulevard, Ivor, 2008

Foresight of development patterns around a highway that may or may not be built and may be either south of an existing roadway, on top of an existing roadway, or in any of three locations north of an existing highway calls for such a high level of speculation as to make any prediction virtually useless, I believe. Any information gathered in this exercise must be viewed with the understanding that making any assumptions based on the

amount of information provided to me and the time I have been given to study it is merely a shot in the dark. More information and a more definitive location of the alternatives will of course permit me to render some speculative opinions that are more useful. I request that I be permitted to provide more useful information after provision of more complete information on your part. If you have any questions, please feel free to contact me at 757.562.1003.

Sincerely,

Beth Lewis, AICP
Community Development Deputy Director



"The Countrie it selfe, I must
confesse is a very pleasant
land,
rich in commodities;
and fertile in soyle. . ."
- Samuel Argall, ca. 1609

Surry County
County Administrator's Office
P. O. Box 65
45 School Street
Surry, Virginia 23883

May 6, 2014

TYRONE W. FRANKLIN
County Administrator
Telephone (757) 294-5271
Fax: (757) 294-5204
Email: twfranklin@surrycountyva.gov

Ms. Angel Deem
NEPA Location Studies Manager
VDOT, Environmental Division
1401 East Broad Street
Richmond, Virginia 23219

Dear Ms. Deem,

Thank you for meeting with Surry County staff on Tuesday, April 22, 2014 to discuss proposed alternatives to the U.S. Route 460 Corridor Improvements Project. Per your request, Surry County is conveying our response to the listing of questions outlined in your meeting agenda, copy attached, that were also verbally shared with you on April 22nd. Responses to your specific questions regarding land use, proffers, infrastructure and recent development activity in the County follows:

- Surry County major projects within the specified time frame include the development of two subdivisions off State Route 31 to include Kings Landing and Tappahanna Hundred and the development of the Windsor One property located in the Surry Industrial Park off Commerce Drive. Two additional residential developments projects one off Lebanon Road, Woodland Acres and a second off Hog Island Road, could potentially add one hundred more residential units to overall County housing starts. Permitted projects not subsequently pursued include Old Dominion Electric Coal Burning Fire Plant and a proposed recreational vehicle camp and resort site. Generally Surry County is characterized as a point of destination for tourism, history and a quaint rural lifestyle choice for families working in either the Richmond and Hampton Roads Metropolitan areas and due to our proximity to two of Virginia's economic engines, our economic indicators are comparable to both regions.
- Proposed exits for ingress and egress off State Route 40 related to the U.S. Route 460 Corridor Improvements Project are projected to result in some added benefit and positive economic impact to Surry County by virtue of improved ease of access. We have plentiful resources for land intense

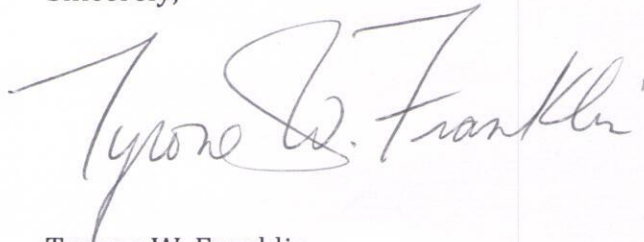
"Surry is Something Special"

activities that could readily serve warehousing, manufacturing and port related activities. The bypass clearly makes availing the County for these opportunities viable.

- While Surry County local land development ordinances currently permit the acceptance of cash Et Al. proffers, none to date have been offered related to the U.S. 460 Corridor Improvements project. Additionally, County owned infrastructure to include water, sewer, and fiber are not deployed along State Route 40, which encompasses one or more of the proposed alternative points of ingress and egress for the proposed U.S. Route 460 project.

Thank you again for the opportunity to participate in the discussion regarding viable alternatives to construction of the U.S. Route 460 project. Should you need any additional information or have further questions, please feel free to contact me at 757-294-5271 or Ms. Rhonda L. Russell, Planning & Community Development Director at 757-294-5210.

Sincerely,

A handwritten signature in dark ink, reading "Tyrone W. Franklin". The signature is fluid and cursive, with the first name "Tyrone" being more prominent and the last name "Franklin" following in a similar style.

Tyrone W. Franklin
County Administrator

TWF/rlr

Cc: Ms. Rhonda L. Russell, Director
Planning & Community Development

Meeting Agenda

Indirect and Cumulative Effects Surry County, Virginia

U.S. Route 460 Corridor Improvements Project

VDOT Project No.: 0460-969-007, P101, R201, C501

FHWA Project No.: STP-000S (276)

VDOT UPC No.: 100432

Surry County Planning Department
45 School St.
Surry, Virginia 23883

Meeting Date: April 22, 2014

Meeting Time: 1:30PM-2:30PM

Name	Affiliation	Role	Email	Phone	Initials
VDOT					
Angel Deem	VDOT	SEIS Oversight	Angel.Deem@vdot.Virginia.gov	(804) 371-6756	
CONSULTANT TEAM					
Amanda Baxter	WRA	SEIS Lead	abaxter@wrallp.com	(703) 293-7437	
Chris Collins	Jacobs	NEPA	Christopher.Collins@jacobs.com	(804) 254-9625	
LOCALITY					
Rhonda Russell Mack	Surry County	Director	rlrussell@surrycountyva.gov	(757) 294-5210	

Agenda Topics:

- I. Supplemental Environmental Impact Statement - Overview
- II. Indirect and Cumulative Effects - Questions
 1. Does your current / future land use plan incorporate Route 460
 - a. Route 460 in what location
 2. What will change in your future land use plan if a new Route 460 is not built
 - a. Alternative 1 (formerly CBA-1)
 - b. Alternative 2 (formerly CBA-2)
 - c. Alternative 3 (formerly CBA-3)
 - d. Alternative 4 (improve Existing)
 - e. Alternative 5 (eight-lane on existing)
 - f. No-Build
 3. What land use is reasonably foreseeable
 - a. Alternative 1 (formerly CBA-1)
 - b. Alternative 2 (formerly CBA-2)
 - c. Alternative 3 (formerly CBA-3)
 - d. Alternative 4 (improve Existing)
 - e. Alternative 5 (eight-lane on existing)
 - f. No-Build
 4. Have you accepted proffers from developers based on your land use assumptions related to Route 460?
 5. Have you changed zoning based on your land use assumptions related to Route 460?
 6. Have you made any infrastructure improvements related to these areas (i.e. water, sewer, etc)?
 7. Please list major developments that have been approved within the last 25 years (past actions)?

From: [Baxter, Amanda](#)
To: christopher.collins@jacobs.com
Subject: FW: SEIS Comments
Date: Monday, June 09, 2014 10:32:00 AM
Attachments: [SEIS Information Request City Comments.pdf](#)

From: Deem, Angel N. (VDOT) [<mailto:Angel.Deem@VDOT.Virginia.gov>]
Sent: Monday, May 12, 2014 8:20 AM
To: Baxter, Amanda; Christopher Collins
Subject: FW: SEIS Comments

From: Claire Jones [<mailto:cljones@suffolkva.us>]
Sent: Friday, May 09, 2014 4:35 PM
To: Deem, Angel N. (VDOT)
Subject: SEIS Comments

Ms. Deem-

As requested, information related to land use around the proposed Route 460 alignments in the City of Suffolk is attached for your review. Please let me know if you have any questions.

Thank you,

Claire Jones, AICP
Comprehensive Planning Manager
City of Suffolk - Division of Planning
441 Market St, Suite 130
Suffolk, VA 23434
Direct: 757.514.4063
Fax: 757.514.4099
Email: cljones@suffolkva.us

1. Does your current / future land use plan incorporate Route 460?

a. Route 460 in what location – shown as proposed in preferred alternative from previous EIS as potential future improvement. Language is included to allow adjustments for any option, including no build.

2. What will change in your future land use plan if a new Route 460 is not built? No changes to the future land use plan are anticipated at this time based on the alignment of Route 460.

3. What land use is reasonably foreseeable? Land uses in the area of the proposed improvements are in the Suburban Growth Area under the comprehensive plan, with residential, industrial and institutional uses under current zoning. Beyond the growth area, land use is primarily agricultural. A limited access alignment might reduce land use potential because of the lack of interchanges in Suffolk. System to system improvements at the bypass need to be made due to capacity and safety issues.

The issues of concern for upgrading the existing Rt. 460 would be:

1. There is a large private school (NSA) located on this roadway. As such there is an identified School Zone with a reduced speed limit. This would seem problematic with trying to upgrade this road to improve traffic flow as compared to the realignment.
2. There are numerous residential structures along the existing alignment of Rt. 460. Services such as US Mail deliver, curbside recycling collection, refuse collection and bulk collection where large trucks stop in the travel lane would seem to conflict with the mission of the upgrade to improve traffic flow.
3. There are numerous traffic signals on this roadway which would seem to conflict with the goal of improving traffic flow.

We strongly agree that adding a raised median or some type of barrier between the travel lanes as well as installing a standard width roadside shoulder along the existing Rt. 460 would greatly improve the safety of this roadway.

The relocated option within the City of Suffolk would be the preferred route for traffic flow.

4. Have you accepted proffers from developers based on your land use assumptions related to Route 460? No

5. Have you changed zoning based on your land use assumptions related to Route 460? No

6. Have you made any infrastructure improvements related to these areas (i.e. water, sewer, etc)?

The following is a summary of existing and proposed utilities along the Rt. 460 Corridor. The existing utilities are shown on the City's GIS Utility Layer.

WATER

Existing

1. 16-inch water transmission main extends along the southern shoulder of Rt. 460 from the Rt. 58 By-pass to the western return of the intersection of Providence Rd. and Rt. 460. The main is constructed within the shoulder/ditch line. There are fire hydrants various perpendicular pipe crossings across Rt. 460 to the east side.
2. 12-inch water main along the northern side of Rt. 460 from the motel (old Holiday Inn 2864 Pruden Blvd.) to the 2878 Pruden Blvd (west side of gas/convenience store at VRCP). 12-inch water main crossing of Rt. 460 at 2864 Pruden.
3. 12-inch crossing in casing pipe of Rt. 460 at Northfield Dr. (VRCP) from 16-inch transmission main (item 1 above)
4. 2-inch service line crossing from 16-inch to 3036 Pruden Blvd, west of VRCP
5. 8-inch water main along northern side of Rt. 460 from 3244 Pruden Blvd west to Robbs Dr.
6. 8-inch water main crossing in casing pipe of RT. 460 at the intersection of Robbs Dr.
7. 4-inch water main along northern side of Rt. 460 from 3464 Pruden Blvd. to Kings Fork Rd.
8. 6-inch water main along northern side of Rt. 460 from Kings Fork Rd. west to 3740 Pruden Blvd.
9. 12-inch crossing of Rt. 460 in casing pipe from 16-inch transmission main (item 1) to Lake Prince Dr.
10. Western Tidewater Water Authority 24-inch HDDP water main crossing of RT. 460 at Lake Prince Dr. to Providence Rd.

Proposed

1. Proposed 20 or 16-inch (to be determined) water transmission main along the southern side of Rt. 460 generally within 20 foot easement outside of existing right of way from Providence Rd. to the Isle of Wight line. There may be a couple of areas where the main will be installed within the existing right of way but only for a few hundred feet.

Sanitary Sewer

Existing

1. 10-inch gravity sewer along northern side of Rt. 460 from Rt. 58 by-pass to 2878 Pruden Blvd.
2. 8-inch gravity sewer crossing of Rt. 460 from 10-inch main (item 1) to 2865 Pruden Blvd.
3. 8-inch gravity sewer crossing of Rt. 460 at the intersection of Robbs Dr.
4. Hampton Roads Sanitation District 20-inch interceptor main extends along northern side of Rt. 460 within easements outside of right of way from 3620 Pruden Blvd. (just west of Kings Fork Rd.) to Isle of Wight County line.

Proposed

1. There are not planned City capital sewer projects along corridor at this time. Future development of the Rt. 460 corridor will require either gravity sewer or force main crossings to allow connection to the existing HRSD interceptor main (item 4 under existing sewer)

7. Please list major developments that have been approved within the last 25 years (past actions)?
Virginia Regional Commerce Park



APPENDIX D

ACRONYM LIST

US ROUTE 460 DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT AND DRAFT SECTION 4(F) EVALUATION

ACRONYM LIST

A&F	Agricultural and Forestal Districts
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ABPP	American Battlefield Protection Program
ACS	American Community Survey
ADT	Average Daily Traffic
AET	All Electronic Tolling
APE	Area of Potential Effects
APMT	APM Terminal
AST	Aboveground Storage Tank
BEA	U.S. Bureau of Economic Analysis
BMP	Best management practice
BOVA	Biota of Virginia
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CBA	Candidate Build Alternative
CCA	Clean Air Act
C-CAP	Coastal Change Analysis Program
CCB	Center for Conservation Biology
CEDAR	Comprehensive Environmental Data and Reporting
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEQ	Council of Environmental Quality
CEVOP	Commonwealth of Virginia Emergency Operations Plan
CFR	Code of Federal Regulations
CIAs	Community Impact Assessments
CLOMR	Conditional Letters of Map Revision
CMA	Coastal Management Area
CMF	crash modification factors
CNE	Common noise environment
CO	carbon monoxide
Corps	United States Army Corps of Engineers
CRLP	Constrained Long Range Plan
CTB	Commonwealth Transportation Board
CWA	Clean Water Act
CZMP	Coastal Zone Management Program
DCR	Virginia Department of Conservation and Recreation
DCR-DNH	Virginia Department of Conservation and Recreation-Natural Heritage Program
DEIS	Draft Environmental Impact Statement
DGIF	Virginia Department of Game and Inland Fisheries
DMME	Virginia Department of Mines, Minerals, and Energy
DoD	Department of Defense
DOF	Virginia Department of Forestry
DOI	Department of the Interior
DSD	Development Services Districts
E2EM	Estuarine Intertidal Emergent
EA	Environmental Assessment
EDAS	Ecological Data Application System
EFH	Essential fish habitat

ACRONYM LIST

EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	United States Environmental Protection Agency
ESC	Erosion & Sediment Control
FAF	Freight Analysis Framework
FEMA	Federal Emergency Management Agency
FEIS	Final Environmental Impact Statement
FGDC	Federal Geographic Data Committee's
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FPPA	Farmlands Protection Policy Act
FY	Fiscal Year
GIS	Geographic Information Systems
GPO	United States Government Printing Office
HAZMAT	Hazardous material
HCM	Highway Capacity Manual
HHS	Department of Health and Human Services
HND	Highways for National Defense
HRBT	Hampton Roads Bridge Tunnel
HRPDC	Hampton Roads Planning District Commission
HRSD	Hampton Roads Sanitation District
HRTPO	Hampton Roads Transportation Planning Organization
HSM	Highway Safety Manual
HUC	Hydrological unit code
I-295	Interstate 295
IPaC	Information, Planning, and Conservation
ISTEA	Intermodal Surface Transportation Efficiency Act
Las	Load allocations
If	Linear feet
LOMR	Letters of Map Revision
LOS	Level of service
LRTP	Long Range Transportation Plan
LUST	Leaking Underground Storage Tank
LWCF	Land and Water Conservation Funds
mg/m ³	Milligrams per cubic meter
MHW	Mean high water
MOVES	Motor Vehicle Emissions Simulator
mph	Miles per hour
MPO	Metropolitan planning organization
MSAT	Mobile Source Air Toxics
MSE	Mechanically stabilized earth
MVMT	Million Vehicle Miles Traveled
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NATA	National Air Toxics Assessment
NC/VA BTCP	North Carolina/Virginia Boarder Traffic Control Plan
NC	North Carolina
NEPA	National Environmental Policy Act
NHD	National Hydrography Database
NHCRP	National Cooperative Highway Research Program

NHPA	National Historic Preservation Act
NHS	National Highway System
NIT	Norfolk International Terminal
NLEB	Northern long-eared bat
NOAA	National Atmospheric and Atmospheric Administration
NO ₂	Nitrogen dioxide
NOI	Notice of Intent
NMFS	National Marine Fisheries Service
NPDES	National Pollution Discharge Elimination System
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NRI	Nationwide Rivers Inventory
NWI	National Wetland Inventory
NWSRS	National Wild and Scenic Rivers System
O ₃	Ozone
Pb	Lead
PCBs	Polychlorinated biphenyls
PCES	Project Cost Estimating System
PDC	Planning District Commission
PEM	Palustrine Emergent
PFO	Palustrine Forested
PM	Particulate matter
PM _{2.5}	Particulate matter with a diameter less than 2.5 micrometers
PM ₁₀	Particulate matter with a diameter less than 10 micrometers
PND	Ports for National Defense
POA	Points of assessment
POM	Polycyclic organic matter
POSS	Points of assessment
Ppb	Parts per billion
Ppm	Parts per million
PPTA	Public-Private Transportation Act
RCRA	Resource Conservation and Recovery Act
RCW	Red-cockaded woodpecker
RFDP	Request for Detailed Proposals
ROD	Record of Decision
ROW	Right-of-way
Route 10	U.S. Route 10
Route 460	U.S. Route 460
Route 58	U.S. Route 58
SDDCTEA	Surface Deployment and Distribution Command Transportation Engineering Agency
SEIS	Supplemental Environmental Impact Statement
SF1	Summary File 1
SFP	Solicitation for Proposals
SIP	State implementation plan
SHPO	State Historic Preservation Officer
SO ₂	Sulfur dioxide
STRAHNET	Strategic Highway Network
SWM	Stormwater Management
SYIP	Six-Year Improvement Program
T&E	Threatened and endangered species

ACRONYM LIST

TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TPO	Transportation Planning Organization
TSM	Transportation System Management
TWLTL	Two-way left turn lane
U.S.	United States of America
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
USM	Unified Stream Methodology
UST	Underground Storage Tank
VA	Virginia
VaFWIS	Virginia Fish and Wildlife Information Service
VATraffic	Virginia Traffic Information Management System
VAUs	Visual assessment units
VBMP	Virginia Base Mapping Program
V-CRIS	Virginia Cultural Resources Information System
VDACS	Virginia Department of Agriculture and Consumer Services
VDEM	Virginia Department of Emergency Management
VDEQ	Virginia Department of Environmental Quality
VDH	Virginia Department of Health
VDHR	Virginia Department of Historic Resources
VDOT	Virginia Department of Transportation
VEGIS	Virginia Environmental Geographic Information Systems
VEZ	Virginia Enterprise Zone
VGIN	Virginia Geographic Information Network
VMRC	Virginia Marine Resources Commission
VMT	Vehicle Miles Traveled
VPA	Virginia Port Authority
VPDES	Virginia Pollutant Discharge Elimination System
VRP	Voluntary Remediation Program
VTa	Virginia Transportation Act of 2000
WLAs	Wasteload allocations
WNS	White-nose syndrome
WOUS	Waters of the United States
WQS	Water quality standards
µg/m ³	Micrograms per cubic meter ()